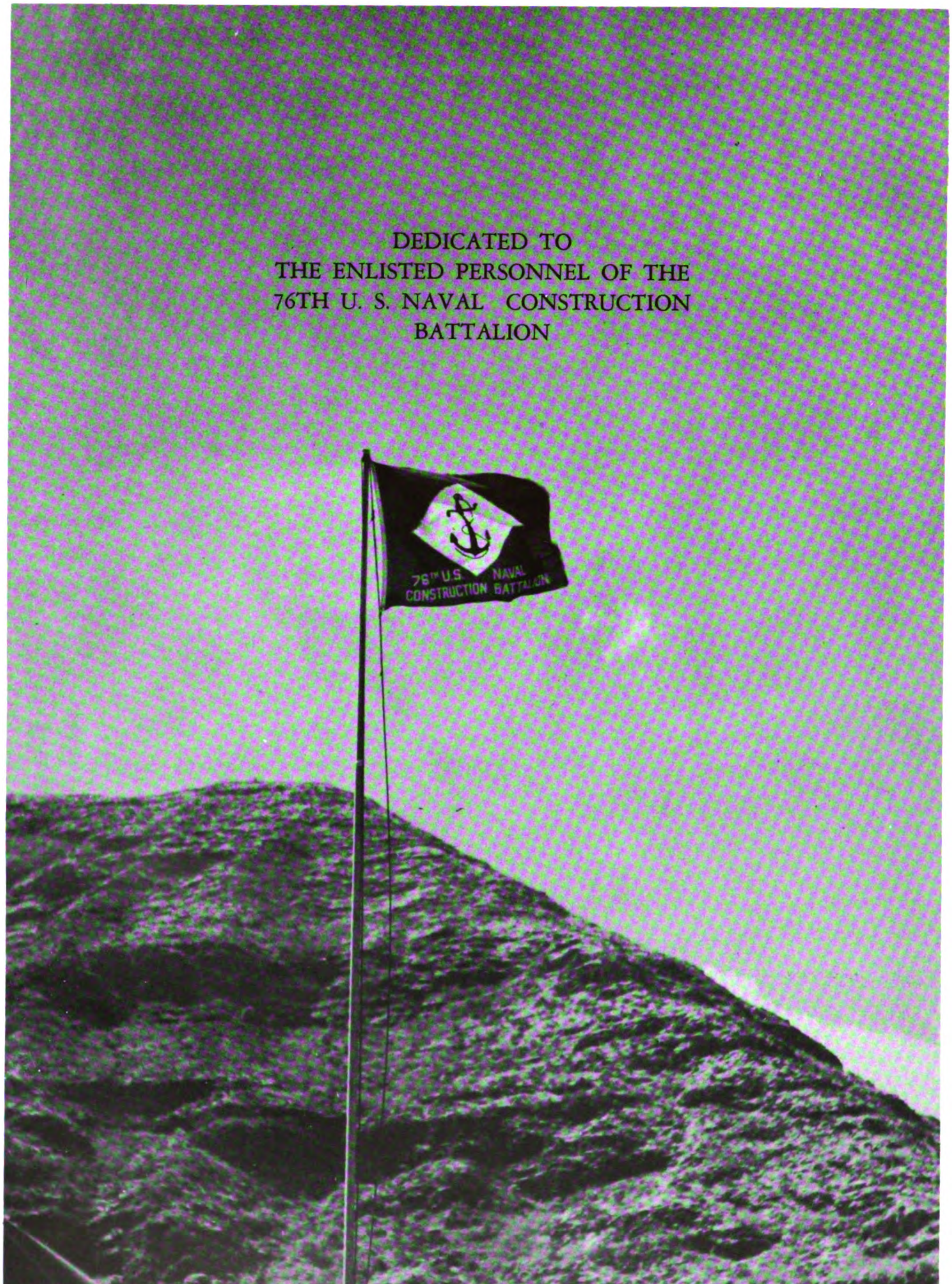

SEVENTY SIXTH CONSTRUCTION BATTALION
UNITED STATES NAVY

"THIS BOOK HAS BEEN PREPARED ESPECIALLY FOR THE MEMBERS OF THE 76TH SEABEES AND THEIR FAMILIES AND FRIENDS. SOME OF THE MATERIAL CONTAINED HERE IS NOT SUITABLE FOR GENERAL RELEASE TO THE PUBLIC PRESS AND RADIO UNTIL THE END OF THE WAR. IT IS REQUESTED THAT NONE OF THE CONTENTS BE MADE AVAILABLE TO THE PUBLIC PRESS OR RADIO."


SEVENTY SIXTH CONSTRUCTION BATTALION
UNITED STATES NAVY

DEDICATED TO
THE ENLISTED PERSONNEL OF THE
76TH U. S. NAVAL CONSTRUCTION
BATTALION



HISTORY OF THE 76TH BATTALION

THE EARLY DAYS

For the past two years we have done things, seen things and places that we will never forget! more than a thousand of us have been together through good times and bad; no two of us have seen all of the same things, and the combined experiences of all of us would fill a gallery and library. As the years ease the painful, disagreeable things that we went through, the more pleasant things—and those of which we are proud—will become more important and clear. As time passes we will be the "veterans of the last war"—we will be the ones to tell the tall tales of the war, some true, some exaggerated—of military life—of the mighty Pacific ocean and its peoples and customs, its pleasures and dangers—we will be the ones to astound the youngsters with stories of our adventures and we will become increasingly proud of our part in what has happened. As the years roll by, the things you did, your friends, the men with whom you worked, your officers, your chiefs, your tools and equipment, your various camps and modes of living will flash through your mind again and again. Memories! Remember the day you started thinking of joining the military service to do your part in this war, the night you tossed trying to make up your mind, the decision to join the Seabees and the arrangements that were necessary? Then the day you walked into the Recruiting Station with its bustle and confusion. Before you knew it, you had taken the oath and were part of the United States Navy. The physical exams, the fear that you would not pass, the many papers you signed, the promises of the recruiting officer, and the time waiting to be called after you had signed on the dotted line. Then the day arrived when you were informed to report to the recruiting office for a trip to Camp Allen, Norfolk, Virginia. What a thrill! We were to become Seabees, but little did we know what fate had in store for us. None of us cared as our enthusiasm was created by the excitement and glamour of the military service and war. Then the sad farewells to our loved ones.

Remember the day we rolled into Camp Allen, it was Christmas eve '42, and got off the train? There in front of us was a high woven wire fence with Marine guards at the gate; behind it were numerous green-brown two-story buildings and hundreds of men in coveralls, who greeted us with the everlasting cry of, "You'll be sorry," and, "What state you from, Mac?" as we entered—and became a part of Uncle Sam's Seabees. We assembled in the movie hall and in a rousing speech the OinC informed us that we were the 76th United States Naval Construction Battalion and were to take our boot training at the Naval Construction Training Center, Camp Bradford. Remember that first night at Bradford, how we were cached out over a darkened camp at two A.M. to make ourselves comfortable in the cold drizzling mist, with no fire, no dry clothes, no blankets, no knowledge of where to get one, carrying a bundle that seemed to weigh a ton? If you remember, getting that bundle was quite an event in itself, and what we needed was in it if we had just thought. Remember the first night in barracks or tents, with a bunch of strangers, and how you sized them up—made friendships that carried clear through and beyond your hitch in the Navy? Just think back—they were a swell bunch of guys—everyone of them as homesick and ill at ease as you were.

Need we be reminded of the mud and wintry blasts of sunny Virginia, rain, and snow that went into training with us? The long marches, the close order drill, the exercises, hitting the deck in the mud or snow, extended order drill, beach landings, night maneuvers, pre-dawn musters; and all the other forms of training we took. Also our first rifles—with the manual of arms—and the machine guns, and the various types of other guns and explosives being used in this war, the schools that many of us attended to specialize in some special work we would do later; or of those never-ending chow lines, the physical exams, and "shots" with their accompanying sore arms and sickness, the issues of oil and mops, the chemical heads, the clothes and bunk inspections, the hundred and one times that we lined up to sign some sort of paper, the many times we were marched into the hall to hear lectures that might be useful later.

And remember when we broke out of boot training and got our first liberties to Norfolk, Virginia Beach and the surrounding countryside? No two of us did the same thing, but we found that life, in our new Navy Blues, was not all unpleasant. There was still good food to be had, the shows had not closed, the girls still smiled at us at the USO dances, even the weather seemed better after the camp was left behind. The barbed wire was taken from around our camp area and we no longer had to march to and from chow; even while we were in training the camp was being drained and cleared and that half mile to chow seemed shorter; and those tall pine trees were not nearly so thickly grown as first appeared.

Advance training went by and for the first time our full battalion was assembled in dress uniform and with the officers who had been assigned to us we marched in review before the Commander of the camp. The fact that the weather was at its worst did not dampen our pride—we were proud—proud of our outfit, of ourselves, of the hardships we had undergone to be there.

Scuttlebutt? In one form or another it was with us always; at that time we half believed a lot of it—we were going to North Africa, Iceland, New Caledonia, the Burma Road, the most heavily armed outfit to leave Virginia—everyway and everywhere that the imagination of man could carry us. Everything that happened, regardless of how commonplace, was magnified into an event of great importance and significance. Complaining? Do you remember one single thing our outfit ever did that didn't raise a scream of bloody murder from nine-tenths of us? Our clothes didn't fit, the chow was terrible, animals shouldn't have to live in our quarters, the medics really enjoyed seeing us suffer, the only ones who ever got rates were "swinging on the meat," the officers and chiefs were all nitwits, the whole strategy of the war was no good, if we went somewhere we shouldn't have, if we didn't go somewhere we should have—etc.; it was the universal pastime of all of us.

GULFPORT

And then one morning we read that we were to be shipped out. Remember the many issues of clothes and gear, and supplies that we received; and how we finally assembled with full pack and were informed that we were on our way to Gulfport? We packed into busses in dress blues, field pack, duffle and sea bags, hand bags, and steel helmets and shipped out of Norfolk on March 10, 1943, with a Navy band playing "Anchors Aweigh." On the Norfolk and Western rail lines we rolled down through Virginia, the Carolinas, George, Alabama, Mississippi and arrived one glad morning in the soft warm climate of the Gulf coast, and by noon had debarked at Gulfport and had been whisked off to the Advance Base Receiving Barracks, Camp Holliday. The clean new camp, the prospect of our immediate nine-day leave, the friendliness of the people, the green, soft countryside after our months of training in the rigorous, wet climate

at Norfolk was a welcome relief, wasn't it? And then most of us did get our leaves; back to the air of freedom, to our families and loved ones, to display our new uniforms, to tell what we had done and what we were about to do. Remember the long lines at the OOD office to log out and how we piled into trucks or anything that would carry us to the station, and practically took over the town while waiting for the train to arrive? And how our bunch, which would have crowded a train itself, piled in on the already overcrowded coaches until there was hardly standing room and everybody was singing or yelling or talking at the top of his voice until you could hardly hear yourself think? And the amount of liquor that came aboard and the way we parade up and down the train, harmless but hilariously happy and noisy. New Orleans was a welcome host to us for a short while and the delightful eating places, the cafes and bars, the shows and cabarets and the French accents and customs of the famous city provided several hours of entertainment that we won't forget. Others traveled toward Atlanta, Louisville, Washington, and New York. This writer was headed for the wide open spaces of Texas.

CALIFORNIA

We returned to Gulfport from our leaves—and plunged into several days of getting ready to shove off again—busy days inspecting and issuing more equipment and gear. It was here that we received those carbines that we were to carry so far and give back so many times—more drill, rifle practice, obstacle courses, shots and lectures; a final pay line, then one afternoon we marched from Camp Holliday into town to our trains and moved into the west. Across the nub of Mississippi, and clear across Louisiana that night into the farm and ranch lands of Texas next day. Remember the many men from Texas who would point out in the direction of home a hundred miles or so away? And the ribbing they got from other sections? All night and the next day we moved across the giant state until late evening found us entering New Mexico—the next day in Arizona with its majestic mountains, deserts and cultivated sections, and another morning found us entering California, the land of promise, and it was the turn of the California men to submit to the ribbing. Remember the giant Yucca trees and the emerald green irrigated sections in the desert; the Sierra mountains that beckoned in the west all day, and how the engines had to "puff and groan" to get the train up over the passes; and how, in the late afternoon we got on the western side of the slopes and the California we read about and saw in the movies lay spread out like a garden below us? We finally reached and passed Los Angeles, ending up at Port Hueneme at two in the morning to debark, find our huts, get our baggage in and get bedded down. It had been a long four-day trip and we had only been out of our coach once.

WE SHOVE OFF FOR THE PACIFIC

Remember the activity and enormous piles of supplies at Hueneme? And how disappointed the men from the west coast were when they were told there wasn't time for them to get their embarkation leaves? A few of us did manage to get a liberty or two in Oxnard or Ventura, or down to Los Angeles or Hollywood. We had hardly settled in our huts before we got orders to pack up and get ready to move again. More issues of clothing and gear, this time of full ordnance and a complete complement of infantry equipment—and this time we knew we were on our way to some point overseas. On April 5 we again boarded the train with full equipment and rolled up the California coast into the night, all blinds drawn and everyone silent, wondering if we would ever be back. We arrived at San Francisco at sunrise and after standing on the docks a long time we got our bags and boarded the USS Kenmore. Crowded? We had thought that we were crowded on the train and in camps but we were yet to learn the ultimate meaning of the word. Remember the San Francisco skyline and the busy ocean-going traffic that came and went, and the giant bridges that spanned the bay—our thoughts as we sailed out under them, and the first sight of the deep blue and the mountains of the coast gradually fading under the horizon? We were on our way on that 8th day of April, 1943. What did we care that we were packed by the hundreds into tight compartments far down in the hold of the ship in a space we used to keep our auto in; or that our bunks were five and six feet high with a space between like a closet shelf in which to sleep. We were going out to see what was going on, and to hell with the conveniences. Remember the pep you felt and how quickly you became adapted to ship life? Remember the alert drills, the never-ending chow lines that circled like snakes all over the ship; the ship's crew with their wild tales; the first silvery flying fish; the endless waves that stretched away to everywhere; the speculation on where we were bound and what we would find there; the games of all kinds going on all over the ship; the blackout, and how really black it was; the streaks of phosphorescent light in the water; our sleek little escort vessel bouncing around all over the ocean ahead of us; the women passengers on board; whom we later found out were civilian workers; the first touch of sunburn; the dirigible that followed us out; the constant zigzag course of the ship; the way we all had to assemble on deck at sunrise and sunset for general quarters?

We were at sea eight days and then one morning off to the west we sighted lights and land. Under the heavy rain clouds that hid their peaks were the moutains of Oahu, in the Hawaiian Islands. The ship came to life, all of us got ready to disembark, giving our gear a last minute inspection and separating it from the litter of other men's gear that had occupied the same space during the voyage. The ship rounded Koko Head and pulled up past the world-famous Diamond Head, Waikiki Beach, Honolulu, Hickam Field and into Pearl Harbor, past the remains of the ships and the wreckage that had started our war, and finally into our dock. One thousand and fifty of us swarmed off that ship into the tropic sunshine of Hawaii, in our dress blues, with field packs, rifles, handbags, at least two sea bags, plus miscellaneous other belongings and equipment—no wonder the people who saw us smiled. We were loaded to overflowing and those clothes were hot, weren't they? We piled our things in the ball park we were herded to and were surprised to find that we could get any soft drink or any magazine and today's news way out here in Hawaii. After considerable milling around we assembled and found that half of us were due to reembark immediately on board ship and go on to Palmyra Island, nine hundred and fifty miles further south. We were to be split up and regrouped many times in the future, but this was the big separation.

THE PALMYRA DETACHMENT

Companies A and D, and part of Headquarters Company were transferred to two small inter-island cargo vessels and shoved off for Palmyra Island, a tiny atoll almost lost in the vastness of the great Pacific. These two small vessels, the Comet, a former Colonial Line boat making the New York to Providence run, and the Midway, a one-time fishing boat which plied between Seattle and Alaska, did not appear to us to be seaworthy, as we clambered up the gangways. The sun was lazily dropping behind the Oahu hills as we of the Palmyra detachment again took to the sea lanes for a new and unknown adventure. The tiny ships were packed with Seabees and many were camped on the weather decks because of insufficient space below. The sea violently tossed us about and we often found ourselves standing in chow line waiting to eat and hoping to hold it. After a few days, planes were sighted which proved to be friendly, and gave us the hope that land was not too far away. Then, late one after-

noon, we made a landfall and all hands scampered to the rails. We were soon to be on land again and what a wonderful feeling that was. Our ships passed through a narrow channel into the quiet lagoon and tied up alongside a crude dock. Our friends, the Marines, were on hand to greet us and give us a royal welcome. As we prepared to disembark, the strains of "Here Comes the Seabees" were thumping in our ears. Yes, the Marine band was at work. Also on hand to greet us, and certainly happy to see us, were the men of the outfit that we were going to relieve. These boys had been on this rock for several months and were more than ready to leave. The reflected sun on the snow-white coral almost blinded us as we made our way to the camp area for a good meal and a spot to sleep.

The months dragged by with the typical Seabee tasks being performed to strengthen another American base from which to fight a ruthless enemy. Men labored and sweated on many projects vital to our war effort in the Pacific. At night they were put to sleep by the tapping of giant land crabs as they tiptoed across the tent decks. Scuttlebutt was always thick and we were leaving many times before the real day arrived almost nine months later. No natives had ever lived on this tropical paradise and so we were fortunate in not having to contend with mosquitoes, snakes, flies, and other forms of insect and animal life that abound where humans have existed for long. We were told that the largest coconut trees in the world grew on Palmyra, also bearing the largest coconuts. Our later travels proved this statement to be true.

Finally the Marines left, and the Army came in, the Seabees stayed and the same old tiresome work continued seven days a week with only the nightly movies and an occasional softball game furnishing the diversion from a grueling routine. The blast of the sirens sounding general quarters, and it sounded frequently, tended to keep us on the alert for any emergency. A strict blackout was enforced and no one could smoke or make any kind of light after sundown.

Fifty men were called away to assist in the construction program on the island of Oahu, sailing on the Comet, a sister ship of the reeling Arrow. A few weeks later, one hundred more of our mates set sail for Oahu on the freighter Kaula, a former English vessel. Then the great day arrived, the day for which we had been living. All but a few would leave to rejoin the remainder of the battalion on the Hawaiian Islands. A one-time inter island passenger ship, the Haleakala, was to carry us away and we could see it far out at sea. The shallow channel at the entrance of the lagoon prevented a ship of this size from coming to the docks constructed by the men of this detachment. We crawled on a barge and a launch and headed out to sea in preparation for fulfillment of a long-cherished dream, to board a ship and sail away. We pulled alongside, the nets were dropped down, and we started climbing, four at a time up the side with pack and rifle. And for the first time in our Navy career, staterooms were available for all but a few, who slept on the weather deck and in the forward hold. Our journey back to civilization became a reality.

It was Christmas Day, 1943, when we sighted the Island of Oahu and pulled into Honolulu harbor. This was civilization again, which had been denied us for almost nine months, and we were going to make the most of it. The trucks were waiting to take us to Barbers Point for a wonderful Christmas Day dinner as guests of the 72nd Seabees. After dinner we journeyed to Nanakuli to meet our old mates and to enjoy plenty of cold beer and coca-cola.

THE OAHU DETACHMENT

Those of us left on Oahu after our first landing, loaded into trucks and took off for camp—out on paved roads around the harbor, past the taro patches, the cane and pineapple fields, the sugar and pineapple mills, the sections of black lava rock, cactus and algaroba and into the mountains with a mongoose dodging our truck or scampering across the road ahead of us now and then. We finally arrived at our camp at Lualualei where was located a large ammunition depot operated by the Navy and guarded by a detachment of Marines. It was our first close association with the Marines and we found there the comradeship, the kinship, that always exists between Marines and Seabees wherever they may be. Remember the long barracks that were still incomplete when we arrived and how rough the campsite was? We changed that before we left there—and how! We stowed our gear on the double deck bunks and prepared to make ourselves at home. We had arrived, ready to go to work, and work we did. Almost before sea bags were unpacked, our supplies arrived to be checked and stored away and the first brush party went out to clear sites for our first warehouse job.

Before we were more than settled at NAD, Company C and part of Headquarters Company were assigned a series of jobs at Wahiawa and moved up there, and before the balance of us were re-arranged from that move. we were first crowded by the influx of a colored ordnance battalion, and then moved to Camp Andrews. There were many conveniences at NAD that we missed after we left—the friendly Marine post, the Marine PX, the fine theater we had built, the large chow hall, the spacious barracks with built-in heads and showers with hot water.

On Oahu we got up at dawn and were at work by seven-thirty. Remember those hungry chow lines in the early morning, at noon and in the evening, and how, whether the food was good or bad, there was always a lot of "bitching" about it? Everybody ate it, though, and most of us put on weight. After chow we loaded onto trucks and busses and went off to work; to a dozen different projects going at once —and for those hours on the job, the battalion had vanished and we were small groups of men doing a job; we often griped at this or that, at the lack of tools or the wrong kind—or at the materials that were sent us to work with, or the way the Skipper had the job planned, or the necessity of doing it at all—or the way the job boss was running it; yet we kept on working till we finished it—and when it was done we found that the tools and the materials did suffice and that the job was planned and done right, and we were proud of it and of the work we had put into it.

When the day's work was done we loaded back onto our busses and made for camp in all haste. Before trucks had stopped we were swarming over the sides and making for the beer line on a dead run—boy, that ice-cold bottle was swell after a day's work. Better still was the late afternoon's association together, swapping yarns, relating experiences of the day and other days, comparing ourselves with other outfits, listening to spicy jokes and whopping lies and telling a few ourselves—relaxing a little before chow. Best of all was the mail from home that was almost as precious as life itself to us. No articles on military life would be complete without a paragraph on mail. Remember the longing and yearning for mail whether you were in the States, Hawaii, Palmyra, or the Marianas; the bitter disappointment you felt when that letter didn't arrive on the day you expected it; or the great thrill on the day it did arrive with maybe another one or two making up for those days missed. News from home, from your wife, parents, children, sweetheart, friends; how it was enjoyed—and read and re-read time and time again.

Remember how we all packed into the movies each night? If the picture didn't appeal to us we put in enough sarcastic remarks and "helped" the acting on the screen until we enjoyed it anyway. Occasionally there was a band, or a troupe of entertainers to put on an extra program. After the show, most of us retired to the tune of "taps" and then lay in our bunks listening to the scuttlebutt of the day or reminisce of days gone by. Now and then we went on night

maneuvers to the delight of hordes of mosquitoes that inhabit most places in the tropics.

The choice profanity which, in some way, became a part of our vocabulary. Pet expressions from the sidewalks of New York to the plains of Texas, from the timbers of the Northwest to the everglades of Florida were introduced and revised and these added to the specialties of the Navy lingo made a jargon that would make a tough "hombre" in civilian life blush.

Liberties? It was a swell place to go on liberty, wasn't it? It rarely rained in Honolulu or the west side of the island. We dressed in our whites and took the bus in, being careful to put paper on the seats. (On the way back we didn't care how dirty it was.) We got off behind the YMCA and proceeded to rake in things from there. Some of us spent the day at Waikiki Beach or Kapiolani Park—or at the Breakers or the aquarium or the zoo. Others spent the day making a tour of the drinking establishment where they limited us to three weak cocktails of poor whiskey, rum or gin (unless they knew you) ; others preferred to spend the day at such famous hostelries as the Camp or the Anchor. There were always ball games, boxing and wrestling and other sporting events to see. But more often as not we spent the day walking the streets with the crowds of other service men, contributing to the hundreds of nickel game machines, the juke boxes and the thousands of carnival devices that made up Fort street—getting our picture snapped with some luscious hula girl, watching the tattoo artist at work, buying photographs and trinkets by the bushel, drinking cokes and eating hamburgers and watching the busy life of this strange city swirl by. If it was Sunday many of us went to one of the many fine churches before beginning our tour; each ride on the trolley was a separate event, taking us in a minute from a busy American downtown to the oceanside or up into the mountains—into sections that looked like a part of China transplanted—or to a beautiful landscaped section, graced by palaces set in a paradise of flowers, trees and shrub—or to the old Hawaiian Royal Palace Grounds, with its disfigurement of barbed wire, slit trenches and bomb shelters—or to one of the art galleries or museums—or to the residential section with its odd assortment of oriental faces and customs mixed in with American construction, on a terrain with as many vertical as horizontal levels—or along the industrial and shipping section that reminded us that America was still on its toes and moving. Everywhere we looked, or went, the streets were covered by the white and khaki uniforms of sailors, soldiers, marines, seabees, coast guardsmen; now and then the knee length uniform of a British, Norwegian, Dutch or Australian serviceman caught our eye. The air overhead always contained planes and each time we looked out to sea there were ships coming and going; the streets were always jammed with military trucks and busses; of the civilians we saw, the majority had the almond eyes of the Oriental or Polynesian and we found that they were shrewd business people who knew the latest wrinkles in modern merchandising. Of the Americans, almost all of them were civilian workers at the Navy Yard or at one of the other war plants on the island.

Sometimes we didn't go to Honolulu, but to other places on the island or nearby islands. Most of us took the scenic drive over the Pali or the Kolekole pass, now and then we took a tour around the island and went successively from rocky desert to mountain, to ocean and from wilderness to cane and pineapple fields then to coconut and banana plantations. We passed Army, Navy, or Marine camps almost side by-side. Or maybe we made a hike up into one of the water reserves on the island and went in a few miles from the busy traffic and military life to the fastness of nature, and from the everpresent sunshine on the coast to the numerous showers, in the mountains. A few of us were fortunate enough to be allowed to go on one of the patrol planes to Hawaii or one of the other islands in the chain with the magnificent scenery of the vast ocean below, dotted by the islands and by the ships coming and going, each with a silvery wake fading out behind. Often we spent our liberty at the beach, fishing, hunting shells, swimming, or just lying around in the sand. On others we visited in Wahiawa, Waipahu, Kaneohe, or the huge army base at Schofield or one of the other big bases on the islands. On others we spent the day tinkering with our current hobby—and some of the bracelets, watch-bands, necklaces, knives, lamps, bookends, foot-lockers, etc., would rank prizes in any art gallery.

There were compensations at Camp Andrews. It was built as a recreation center for Naval personnel. The everchanging crowd of swabs from a rest of their ships kept us informed of the things that were happening "out there" that we never read in the papers. Nanakuli beach was just across the road and many took a swim before supper each evening. The camp was on the main road and it was easy to thumb a ride to Honolulu or elsewhere if we missed the bus; the village just back of the camp and the stores close by always welcomed us; by being next to the main road we could watch the preparations for offensives in the making; and on that main road we could watch tomorrow's heroes of war being taught to do their stuff on the beaches and in the jungle. The quiet seclusion of four of us to a hut was a welcome change from the crowded barracks. And what we couldn't talk the camp out of we built ourselves. The swabs who lived in the camp after we left were fortunate because of our stay at Camp Andrews.

TOGETHER AGAIN—ON OAHU

Remember Christmas Day, 1943? We played host to the children of the neighborhood and had an all-day entertainment at Kalanianaole park. In the afternoon we found that for the first time since we landed on Oahu, our whole battalion was back together again—those of us from Palmyra had returned. The program was swell that day, wasn't it? A troupe of native girls put on an excellent version of the Hawaiian Hula, there were some good singers, we had a big Christmas tree with "snow" and a Santa Claus and the crowd was well supplied with free drinks and presents.

Our work went on into 1944 and part of the new arrivals were assigned to Wahiawa, part to NAD, and an increasing number to new jobs at Barber's Point and Iroquois Point. On April 8, 1944, we got orders to secure all work and move to Iroquois Point for military training—out of the various groups we had established, into quonset huts, into the dust and rush of a port getting ready for another push. At the time we thought the early morning muster and physical training program was hell and all the drilling and extended order maneuvers were going to kill us, but it didn't, did it? Most of us felt better than we ever did in our lives. We knew we were going someplace other than home, and the scuttlebutt ranged over every island in the Pacific, but the word "Marianas" began to be heard more and more.

We thought we had seen busy action before, but the activity here bordered on frenzy. Battalions from everywhere coming in for outfitting and military training—mountains of materiel and equipment being assembled and tagged, inspection after inspection—big machinery working day and night moving materials off and on ships, in and out of the warehouses and yards—men by the thousands at drill, at work, in the chow lines, the showers, the ship's service stores, the movies, the heads—everywhere that you had anything to do —and everyone in a rush.

THE MARIANAS OPERATION

On June 16, 1944, we boarded the U.S.A.T. Hawaiian Shipper and pulled out of Pearl Harbor. It was a different spirit now than at San Francisco. We knew we were bound

for a hot spot and that we were in for some rugged living for the next several months. Most of us were already homesick and the novelty of going somewhere had long since worn off. We were much more crowded than ever before and the announcements over the loudspeaker made it clear that we were going into a war zone. Again we stood at the rail and watched the mountains sink under the horizon into the night, and this time civilization was really being left behind. Black-out regulations were strictly enforced; we learned anew the peculiarities of the salt water baths and the cold rush of water in the heads as we sat there in deep thought. The decks were blistering hot in the day and the steel sheeting of the ship's sides did not entirely cool all night. Shade during the day was at a high premium and the heads were crowded at night with smokers. We were not expecting a pleasant trip and we certainly did not get it. But there were a few compensations. Many of us did more reading than we had ever done before; there were games of every description going on all over the ship; free cigarettes and candy were issued frequently, church services drew huge attendance; various programs of entertainment were devised; the ever-shifting pattern of the convoy and count of the ships in it was always interesting; the night skies became more brilliant, especially to those of us who elected to sleep on deck.

We sailed west and south. On the 22nd day of June we crossed the International Date Line and on the 24th (which was the next day) we had our first glimpse of the Marshall Islands. The first ones we saw were still Jap-occupied, then we passed within throwing distance of Majuro with its dense growth of coconut and pandanus trees. We swung back northwest and passed Kwajelein the next morning. On the early morning of the 26th we pulled into the lagoon of Eniwetok, and saw for the first time just what a U. S. Navy task force means—remember the mighty armada of ships? And we also saw for the first time what happens to an island when that task force hits it—not a tree left standing and the very ground literally shot to pieces; and we saw what happens to an island when the Seabees go to work and the Air Force moves in. Well, the sight got old, didn't it? We lay in that harbor for exactly thirty days—a very few of us got on shore for a few minutes, the rest of us stayed on the ship, but all of us ate, lived, sweated and cursed that ship. With practically no wind the decks became unmercifully hot in the day. Our chow was far from the best, but we made the best of a bad situation. A movie screen was rigged up fore and aft; rafts and guards were posted and we got in a lot of swimming; salt water showers were rigged up on deck and ran all day long.

On the 25th of July we pulled out of Eniwetok and again sailed toward the setting sun. Except for real general quarters it was a continuation of the former tour, and on the 2nd day of August in the dark hours before the dawn we could see the flares and gunfire on Guam. As day broke we went through the channel between the flat tableland of northern Guam on the left and the peaks of Jap-occupied Rota on the right and down along the west coast of the island past Orote peninsula. For four days we lay in to shore by day and went out to sea at night. Remember the battlewagons and cruisers laying off shore pounding the enemy batteries with 14- and 16-inch shells and the big plumes of smoke that marked where they were landing and the dive bombers sweeping in out of the sky, laying their eggs where they would do our forces the most good, then coming in close to the ground for strafing, all just like you had seen it in the movies—except that this was the real thing. Those bombs were filled with high explosives and were making dead Japs out of live ones. On the fifth day our ship pulled in close to Dadi beach and the first of us went ashore. We were so glad to get off that ship that we would have willingly walked straight into the jaws of hell.

We piled off into the water at Dadi beach in a torrent of rain, amid huge piles of wreckage and supplies; mud and sand, dunnage, parts of uniforms or gear, barbed wire, boxes, live ammunition, wrecked landing gear—these lay everywhere except where the bulldozers had hastily pushed them aside into grotesque heaps to make room for incoming loads of rations, gasoline, ammunition, rolling equipment—which were also piled around in big heaps. Those poor amtracks really had the last vestige of life worked out of them carrying all that cargo in from the barges, didn't they? First they had been used as armored landing craft, and the quick conquest of the island was a tribute to their power and efficiency. Now, their job done (they were stripped of their turrets and guns and were being used like draft horses to bring in supplies from the barges and ships beyond the fringing reefs. As soon as they scrambled up on the beach, cranes and men were there waiting to unload their cargo into trucks or into piles, and back they would go for another load day and night until the ships were unloaded.

Remember what you did when you first stepped ashore? You probably looked to see where the Japs were and where the fighting was—and found only the remains of both, for the battle zone had moved on northward. The road to our camp site was in that direction and along it was a scene of complete destruction. At the top of the first hill we came by two Jap tanks shot all to pieces, with the body of one of its occupants visible in the turret; pillboxes, gun mountings, rolling equipment, supplies and equipment looked as if a cyclone had lived there. Along the roadbeds they had been pushed aside by the bulldozers, and wrecked material, dirt and rocks, grass, bushes, and trees were piled into conglomerate windrows on each side of us. We went past low bluffs and saw the first of the thousands of caves we were to see later, their opening scorched by flame-throwers, with the almost overpowering odor of recently dead flesh exuding. The many homes and buildings had been almost completely wrecked or burned; what was left of them was scarred with bullets and shrapnel marks. Huge craters dotted the ground everywhere, and were already beginning to fill up with rain and debris. Most of the trees had their tops shot off and all of them had great hunks gouged out of the trunks and limbs. Everyone was armed to the teeth and there was an unmistakable air of grimness and tension everywhere.

We turned off the road, drove up to a pile of provisions —this was our camp—right in the middle of an irrigated rice field, and even on the first trip our truck sank to the hub in the soft ground. Truck drivers, cooks, storekeepers, surveyors, engineers, and a security guard set up pup tents and tried to get out of the rain. Has there ever been such a night? The guards had been given orders to shoot everything that moved—and they did; if it was necessary to go to the head (a small square of ground marked off for that purpose) you had to yell out to the guard that you were coming and to let you through—and in our nervous condition most of us were coming or going most of the night. The rain fell in torrents and the little pup tents were about as much nuisance as help; the mosquitos and insects came to visit us—in droves; and in the hills around us the blast of machine guns, shell and grenades punctuated every few minutes of the night. Every one of us welcomed the coming of day, although it meant work as we had never worked before.

Our supplies began coming in the next day. Up to their hubs in mud, the trucks rolled into camp, and in the drenching rain we unloaded them. There were no ranks or rates now —everyone of us pitched in and started to sort and stack the stuff so we could get at it; with scarcely time out for eating or sleeping we worked till our gear was all off the ships and on the ground ready for use. Remember the quagmire of mud that accumulated around the stockpile? It was monsoon season and the books say that about 90 inches of rain fall from

July to December, but doesn't it seem not like that much fell each week during those months—and when it wasn't raining the air was so hot and moist that you almost melted down. Were you one of the victims of dengue fever or dysentery? At the sick bay they were having a busy time with that, and with the cuts and bruises and infections that wouldn't seem to want to heal. To add to our other hardships and annoyances, the mosquitos and insects really made a big thing out of our arrival.

In spite of the difficulties we got our camp in shape and our work going in record time. The surveyors laid out the campsite, and truck, bulldozers, graders, shovels, and cranes worked day and night cutting off the mud and replacing it with coral rock. The carpenters replaced our pup tents with 16 by 16 pyramidal tents with plywood floors and the plumbers whipped in the best water system on the island. Our K rations and tub coffee in the open soon gave way to good meals in an improvised messhall—man, that first breakfast of hot cakes and coffee was delicious. Our camp changed from raw land to a permanent layout in six weeks; and during that time our work was progressing in high gear. Our survey parties made plans for many of the big permanent installations that were to follow, on the waterfront, out in the jungle, or in what were isolated areas. The sanitation crews installed heads, buried the dead, cleaned up the camp, and got the insects under control in a short time after our arrival. The dynamite crews first blasted shut all the Jap caves in the vicinity, then proceeded to blast out rock for the giant causeway, for the roads, and other installations that would require rock. The transportation crews worked in three eight-hour shifts, first to bring in our gear, then our supplies and working equipment; then set out in a dead heat to haul rock and sand and lumber and steel for our jobs, picking up and moving the tremendous stocks of materials, scraping our clearings from raw jungle. A site was no sooner cleared than the concrete crews, carpenters, plumbers, electricians, and metal workers were on the ground to put in the installations that rose so quickly and thickly all over the island. Almost before our own ship was unloaded the pontoon crews were out in the harbor assembling the giant pontoon causeways that were to serve for ship unloading until permanent structures were built to replace them. The repair crews, the smiths, had their shops running as quickly as they could set up their equipment—and if it wasn't available at the moment, it was not uncommon to beg, borrow, steal, or improvise some substitute. As quickly as equipment was available we started our biggest job, the building of the Apra Harbor Breakwater—two million cubic yards of coral rock to be blasted off Cabras Island and dumped on the projecting reef to form a barrier against the surging ocean.

As this went on, we lived as best we could. At first we ate K rations as we sat on the edge of a shell hole; there were no movies and poor lights, so there was little activity at night; our mail reached us in spasmodic gushes. We drank water from lister bags; we made excursions into the surrounding jungle and explored in caves until we were taught by hard experience how dangerous it was; we slept with our guns and knives within arm's reach, and wondered many times if we were going to have to use them, as the guards opened up on suspected Japs in and around camp. Remember that young battle that went on back up the river valley that afternoon when we cornered a whole bunch of them? We learned the hard way, too, about making souvenirs of the Jap ammunition and shells we found around—and about moving around at night along the guard posts. Time after time we were aroused by the air raid sirens; and we experienced several earthquakes. We collected souvenirs by the tent full, then bartered or gave or threw them, as well as a lot of our own unneeded gear, away.

We became acquainted with the native people even before we left the ship—remember the boys who came aboard while we were standing off in the harbor and what a commotion of curiosity they aroused? These kindly people who had lost and suffered so much invariably had a cheery greeting for us. Remember the almost continuous procession of them as they plodded along from Agat back to the northern part of the island, driving those ridiculous looking carabao and cart affairs, or trudging along with their possessions in bundles on their backs; and the way every man, woman, and child would solemnly salute you until they learned that the Americans didn't require that from them—and later how they would wave and smile at you on the tours to Asan, Agana, Inarajan, Talofofo, Merizo, and Umatac? And the quaint costumes the women wore as they came to our church services—and the flock of children who came through our camp on their way to and from the school at Piti—and the hundreds of them who came to our open house party on Christmas Day? And will you ever forget the little towns? Those not struck by war were picturesque little groups of white buildings clustered along the road next to the sea, with the coconut and banana plantations waving over and around them and the sharp outlines of the mountains in the backgrounds. At Agana, can you recall a single undamaged building? The power plant and the business section was a mass of rubble with scarcely a wall standing—and the buildings in the heart of the town had a large portion of roofs, floors, or walls shot away, with great gaping holes in the remainder. At Agana, bulldozers, shovels and cranes were scraping and carrying away much of the wreckage of the old town to make way for a new and better town to arise. The smaller towns of Sumay, Piti, Agat, and Asan were even more completely wiped out. Do you remember the hundreds of people living in the cemetery at Asan, the frightful destruction that was evident on the beach before it and those perpendicular cliffs just behind, studed with caves with the snouts of the Jap artillery protruding?

From week to week our living conditions improved. After ninety days we started getting Sunday afternoon off and our food improved as we got some fresh meat and vegetables. Our movie was set up as a large hall with coconut seats and with the sky as a roof. Mail call became a daily occurrence; our power plants and electric wiring for the entire camp was installed and we could get rid of those kerosene lamps and the other innovations we had made to get light. Our ship's store started functioning and we had cold coca cola and beer, and later, a growing list of all sorts of personal articles; barber, tailor, and cobbler shops were set up with good equipment and experienced operators; and our laundry was built and a group of native women employed to assist in its operation. Additional showers were built; the library was opened and a wide variety of reading matter made available. Church services were first held in the chow hall, then a quonset hut chapel was erected on one of the camp's most attractive sites and both Catholic and Protestant services were held there regularly. Facilities were also made available for Jewish and Mormon services in other parts of the island, as well as for the attendance at Masonic and other fraternal organizations. Softball was organized both within the battalion and for participation in the island league—and have you ever seen any better softball played anyhere? A hobby shop was set up and stocked with tools, power machinery and a veritable treasure store of souvenirs were made there—in every kind of wood, metal, and shell. Pool and tennis tables were provided; boats and fishing equipment could be had by deep-sea fishing parties and many hundred pounds of tuna, barracuda, wahoo, turtle, and other denizens of the deep were brought into camp and the cooks persuaded to prepare them. Shell hunting in the shallow water and along the newly dredged fills was engaged in by hundreds of us—remem-

ber how popular the "gold ringer" shell became? As the island became safer, parties ventured farther and farther into the hinterland, and to the many points of interest on the island. All roads were now better and restrictions on travel in certain areas lifted. Wasn't it a grand view on the east side of the island when you looked almost straight down into that bay where the superstructure of that sunken Jap freighter showed just out of the water? You looked over it and saw the miles and miles of green tops of coconut trees clustered along the beaches and in the low places. And that long coast line view of the northern part of the island as seen from above Agana; the tiny little islets ringing the southern tip clear around to Merizo; the almost vertical view of Umatac and the little bay there as you came up from the south.

We have seen—and taken part in—amazing changes here from one week to the next for the past seven months. The narrow cascajo roads have been replaced by wide, modern asphalt highways; complete harbor facilities have been built; supply depots and warehouses have sprung up everywhere; numerous large airfields have been carved out of the jungle; modern hospitals have been erected; many complete, permanent camps have been set up at numerous points and many more are under way. The whole island was so quickly organized and utilized that it has already been put to use as a staging base for great offensives. Soldiers in the Philippines and the Marines on Iwo Jima made use of installations that we had provided. When the last aggressive Jap has gasped his last breath on the island of Honshu, a big part of the action that drove him back there, by land, by air, by sea, will have originated from the base that we, other Seabees and related services, have made of this island.

The lazy, end-of-the-world position of Guam is gone forever. If ever a mass of land was completely made over to suit military needs and ideas, this island must be it. When the war is long over and our great-grandchildren on our knee ask about Guam, we will mention it in the same breath as with Gibraltar, Pearl Harbor, Malta, Singapore, Hongkong, and the other mighty bastions of the world. We are a part of the gang that built it; and while we were building and defending it, we were part of the world's mightiest Navy.

CONCLUSION

Just think back, we did an enormous amount of work, on Oahu, on Palmyra, on Guam. We built warehouses, hospitals, ammunition depots, storage tanks, signal and radio towers, frame and concrete buildings by the hundreds, railroads, sewer lines, docks, power plants, electric and telephone systems, radio stations, water lines, jetties and causeways, we leveled off mountains, filled in canyons and marshes, and hacked out the jungles; we paved roads, built bridges, took broken and damaged equipment and made it work for us; we helped repair and maintain the railroad system on Oahu and assisted in the repair and maintenance of submarines and their basis; we built our own "navy" of damaged and captured Jap vessels, and rebuilt a complete ice plant; we installed guard fences and alarm systems; we built complete laundries and operated them; we built our own movie house wherever we went, or remade the ones we found upon arrival.

But as this is being written we are not thinking back, we are looking forward from day to day to a much-needed return to the States and home. It is not possible to say where the story of our adventure will end—we may be back out here, or the coast of China, Formosa, the Ryukyus or Japan, or we may go the other way and wind up in Europe, or southeast Asia, who knows? Or it may be, as most of us hope, that it will not be necessary for us to return back out of the States, and that we can be mustered out of service and return home to civilian life that we missed so badly. In the future, by accident or design, we will meet many times, perchance we will hold rallies at those veterans' conventions that are bound to occur. At those meetings we will relive the pleasures and hardships of the past, the events growing in magnitude at each telling. We've earned the right, haven't we, matey? Until that time, GOOD LUCK, GOD BLESS YOU!

THE END

THE EDITORIAL STAFF

Chaplain Evaristus B. Olberding, Editor in Chief of the 76th Naval Construction Battalion's "Year Book," was born in Ohio. He graduated from St. Joseph's College in Indiana and attended Saint Charles Seminary in Ohio.

Lieutenant Olberding received his greetings from the President of the United States July 30, 1943. For his indoctrination into the Chaplain's Corps he was sent to the college of William and Mary, Williamsburg, Virginia.

His first tour of duty was with the United States Coast Guard, First Naval District. Later he was assigned to the 301st Naval Construction Battalion. This was the beginning of his association with the well known Seabees, joining up with the 76th Naval Construction Battalion, on the 23rd of December, 1944, relieving Chaplain Roy C. Chamberlin, Jr.





The staff put in many extra hours from their regular duties so that the Battalion could have a "Year Book."

Top row, left to right: T. M. Schlater, Assistant Managing Editor, W. E. Winstead, Writer, D. P. Cook, Writer, Chief D. R. Lynch, Jr., Managing Editor, and J. K. Simmons, Writer.

Kneeling, left to right: W. F. Durrell, Photographer, and R. A. Brewer, Photographer.

E. A. Gardner and W. H. McDonald, also members of the staff, who did a large part of the work on the "book" were on the first draft to leave when the "rotation plan" finally took effect for the 76th Battalion, and were unable to be in the picture. W. A. Glasgow designed the cover for the "book" and also was one of the lucky fellows to miss the picture and catch the ship.



COMMANDER FRANK L. ENDEBROCK, (CEC) USNR
OFFICER-IN-CHARGE
76TH U. S. NAVAL CONSTRUCTION BATTALION



THE SKIPPER AT HIS DESK ON GUAM

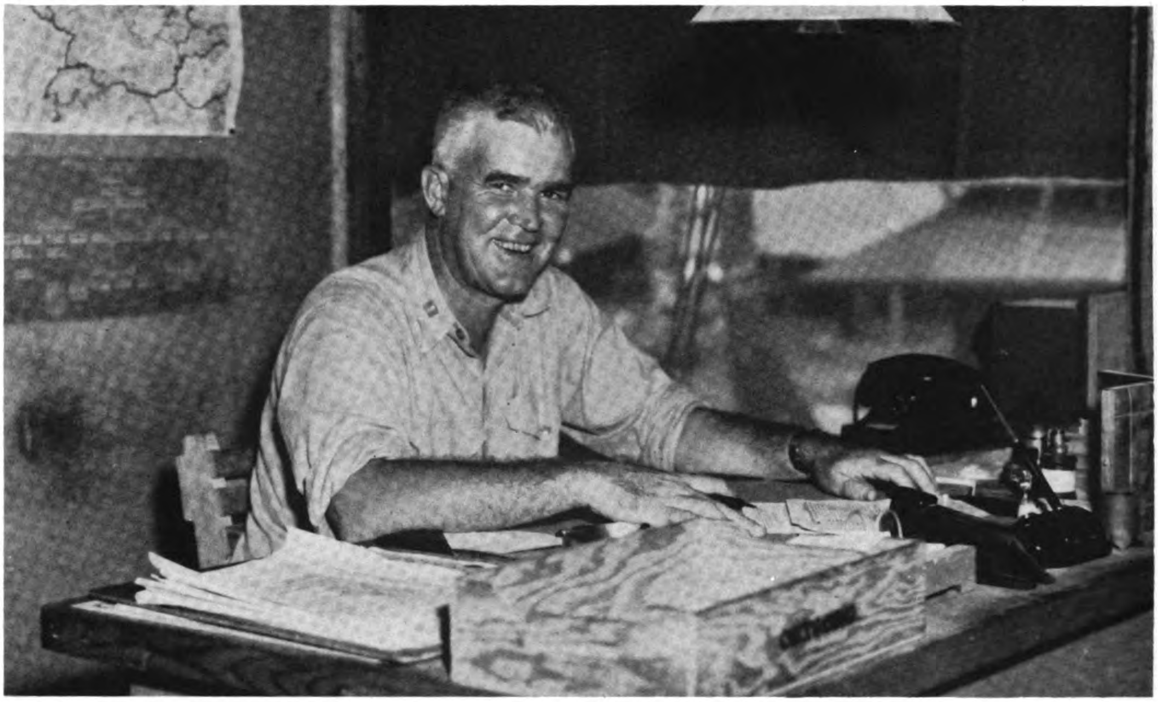
The "Skipper" joined the 76th Battalion Thanksgiving Day, 1943, about seven months after the battalion left the States. He relieved the former Officer-in-Charge, Lt. Comdr. Edward R. Winkler, Jr., who had been in charge of the battalion during primary and advanced training and for the first several months on Oahu. Prior to joining the 76th, Commander Endebrock was Officer-in-Charge of the 89th Naval Construction Battalion, which he took through "boot training," and directed as a replacement battalion at Camp Parks, Shoemaker, California.

Commander Endebrock was formerly with the Tennessee Valley Authority, working in its design department at Knoxville, Tennessee, and as a construction engineer on Hiwasse Dam in North Carolina. His naval experience began when he received a commission as Lieutenant (junior grade), Civil Engineer Corps, in the Naval Reserve, in October 1937. He was called to active duty in June 1940, to serve in the District Public Works Office at Charleston Navy Yard. While there he served with the 6th Naval District and had charge of construction of naval activities in the district, outside of the Navy Yard. He planned and then supervised the construction of small section bases, radio direction finder stations, and miscellaneous work of that nature. In May 1942, he was assigned to Ft. Lauderdale, Fla., as Resident Officer-in-Charge of Construction of the Naval Air Operational Base. The Naval Air Station was constructed for operational training of torpedo bombers: it consisted of a main air station with two outlying fields. In January 1943, he was sent to Camp Allen for indoctrination as a Seabee officer, and assigned to the 89th Naval Construction Battalion in February.

The "Skipper's" home is St. Joseph, Mo., where he once served as Assistant City Engineer. He is married and has three boys, ages 5, 11, and 12. His family is now at his wife's home in Carrolton, Mo., He graduated from the School of Civil Engineering, University of Missouri, in 1929.

At one time he served as S2c with the organized Naval Reserve, and made one cruise on the Great Lakes on the old gunboat "USS WILMETTE." Accordingly, he still retains some compassion for seaman second class, remembering his trials and tribulations while serving in that capacity.

His main ambition at the present time is to establish a new "beach-head" on the California coast, preferably directly under the San Francisco-Oakland Bridge.



THE EXECUTIVE OFFICER, LT. FLEMING, BEGINS HIS DAY'S DUTIES

The best way to describe Lieutenant Fleming is to say he is one of those rare individuals who has the distinction of being classified by his co-workers and friends as a "man's man."

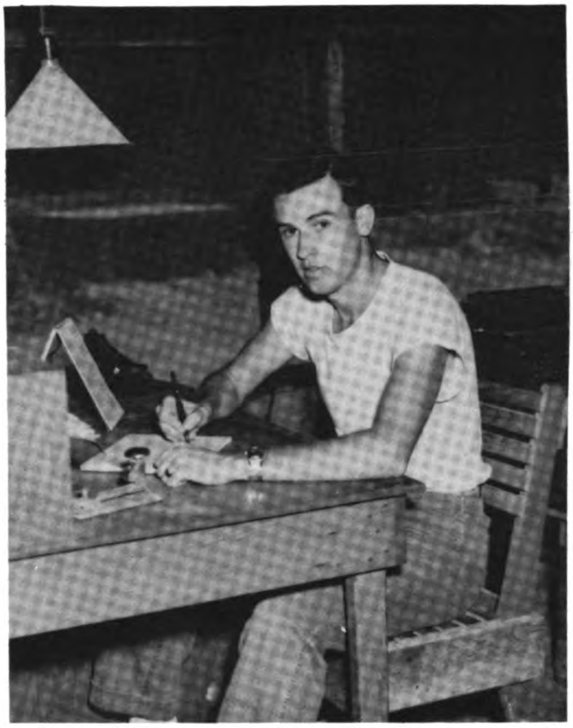
John Joseph Fleming, Jr., Lieutenant, Civil Engineer Corps, USNR, was born February 16, 1901, in Burlington, Iowa, on the west bank of the Mississippi River, having a Pennsylvania mother and Louisiana father. After spending his childhood and youth in that city, he prepared for college at St. Mary's, Kansas, and Georgetown Preparatory School, Washington, D. C. From there he went to Cornell University, Ithaca, N. Y., and graduated from that famous institution in 1924 with a degree in Civil Engineering. The city of brotherly love was to claim him next, where he started on the road to success both as a husband and engineer. He now owns a home in the suburbs of Philadelphia where reside his wife and one of his two children, a daughter, Selby Anne, who was born on October 5, 1943, six months after Lieutenant Fleming had sailed away under the Golden Gate bridge and—at this writing—whom he has not yet seen. His other "child," a son, Thomas, enlisted in the Navy just before his eighteenth birthday, and is now in "boot" camp at Bainbridge, Maryland.

It can be said that Lieutenant Fleming and family are taking more than a half-hearted interest in this war. Besides his son, he has a brother, three brothers-in-law, nine nephews and a niece in the Armed Forces.

In civilian life, Lieutenant Fleming was associated for eight years with engineering and construction firms on the construction of dams, bridges, railroads, and industrial plants in various parts of the eastern and central United States. In 1931, he joined the Philadelphia Gas Works Company, as engineer and supervisor in the Distribution Department of that public utility, from which he is now on military leave of absence.

From this company, Lieutenant Fleming joined the Seabees in 1942. Our battalion has been very fortunate in having him assigned to us for duty. His first duty was that of "C" Co. Commander, but upon the relief of Lt. Comdr. Koleszar, Lieutenant Fleming was made Executive Officer. In this capacity he has served the battalion for over a year and has carried on the duties most efficiently.

A person would have to go a long way before finding another man with such a pleasing personality, kind heart, and understanding mind. It seems that no matter how busy he is, Lieutenant Fleming always has time to listen to the smallest request. Truly, he is "one in a million."



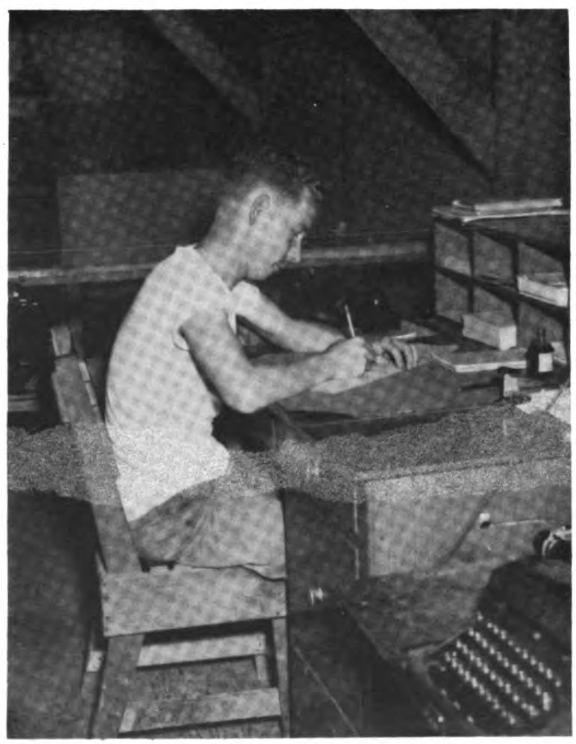
D. P. Cook peers at the cameraman from his desk in the Commander's office. As yeoman of the Officer-in-Charge, he finds every day a busy day.



A portion of the Administration Area shows the office of the Officer-in-Charge and the Executive Officer on the right and the Supply Office on the left.



H. P. McCally, file clerk in the Executive Office, is shown busy at work. McCally, a native of Texas, was a shipfitter in civilian life.



"S". "J". Christian, the Executive Officer's yeoman, is caught by the cameraman as he ponders over one of his problems of the day.



MEMBERS OF THE MEDICAL DEPARTMENT

First row, left to right: H. F. Karkheck, J. A. O'Meara, Dr. P. J. Kelly, R. A. Johnson, Dr. A. C. Barber, J. T. Kamp, C. A. McLeod.

Second row, left to right: R. G. Lauck, D. W. McKeel, G. A. Denison, J. Popell, J. F. Brogan.

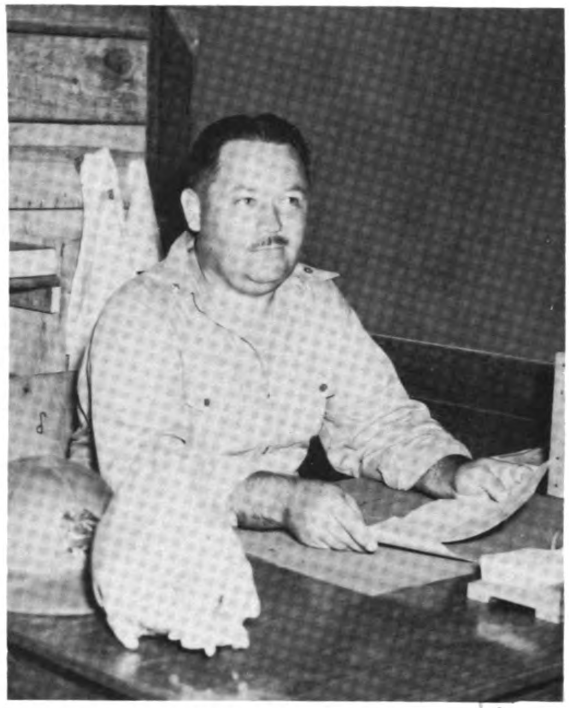


View of the "Sick Bay," while on Guam. The surgery can be seen in background. This was Dr. Barber's pet project.



LIEUTENANT MORRIS M. ROSSMAN, MC, USNR

Dr. Rossman joined the 76th on December 26, 1944. He was born in Brooklyn, but has since moved to Freeport, L. I., N. Y., where he has established his practice. Dr. Rossman is a graduate of Syracuse University. With the battalion he has been carrying on the duties of Junior Medical Officer.



LT. COMMANDER FRANK M. SMISEK, MC, USNR

Dr. Smisek was born in Webster, Minn., but prior to receiving his commission he resided in Minneapolis where he had his own private medical practice. He is a graduate of the University of Minnesota. He holds a responsible position in the battalion as Senior Medical Officer.

LT. COMMANDER HERBERT C. KLIPFEL AND LIEUTENANT CHARLES J. MUSANTE, JR., DC, USNR

Dr. Klipfel (right) is seen here in the act of turning over the keys of the Dental Office to his relief, Dr. Musante. Dr. Musante arrived aboard the 76th on December 9, 1944. Both doctors claim New York as their home state, Dr. Klipfel coming from Buffalo, and Dr. Musante from Tuckahoe. Dr. Klipfel attended the University of Buffalo and was working with his father prior to receiving his commission. Dr. Musante graduated from Temple University and was engaged in his own dental practice. In the background is Chief Pharmacist's Mate Brogan who looks as though he were wondering where his relief was.



THE SUPPLY DEPARTMENT



Lt. (jg) G. N. Lacy, Supply Officer, is shown above in a characteristic pose. Mr. Lacy, of Houston, Texas, was head of the Supply Department during our Marianas duty.



The inside of the Supply Office is shown above. D. M. Dawson, sitting, and J. K. Simmons, standing, took care of requisitioning materials and maintaining records.



The three men above were the battalion expediters during our overseas duty. Left to right: Chief A. S. Gladwin, Chief T. J. Smit, and John I. Beaver.



The Dynamite Storage Depot was built and operated by our battalion on Guam under the supervision of Lt. (jg) Lacy. Left to right: Chief Forbes, A. B. Benson, and V. P. O'Neill.

THE DISBURSING OFFICE



Chief "Banty" Hogan from New York City has been the Disbursing Chief ever since the battalion left the States.



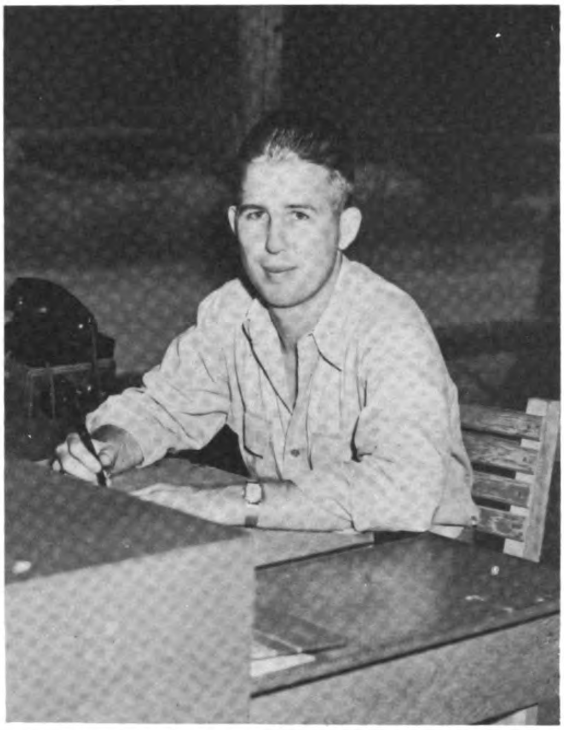
Ensign Rossetter, the youthful Disbursing Officer, is known to fellow officers as "Junior" and comes from Florida.





Storekeepers Pell, from Denver, Olson, from Los Angeles and Oswald Ferdinand Ranzenberger, from Michigan, complete the disbursing staff. The last named takes our vote for having the most name of any man in the battalion.

THE PERSONNEL OFFICE



Ensign Anderson, our Personnel Officer, is "Andy" to his friends and claims Spokane, Washington for his home, and is one of our newest officers.



Chief Yeoman Palmer of Los Angeles hands over some work to Yeoman Jones from Alabama, a recent addition to the Personnel Office.

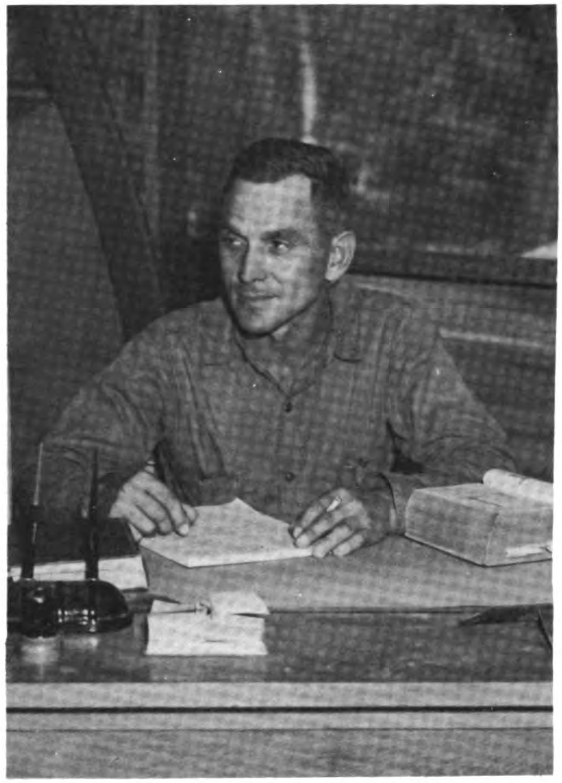


Yeomen Gardner from Oregon and Bresko from Virginia are both members of the battalion's original Personnel Office, and A. Schwecke of Houston, Texas, is a newer member.

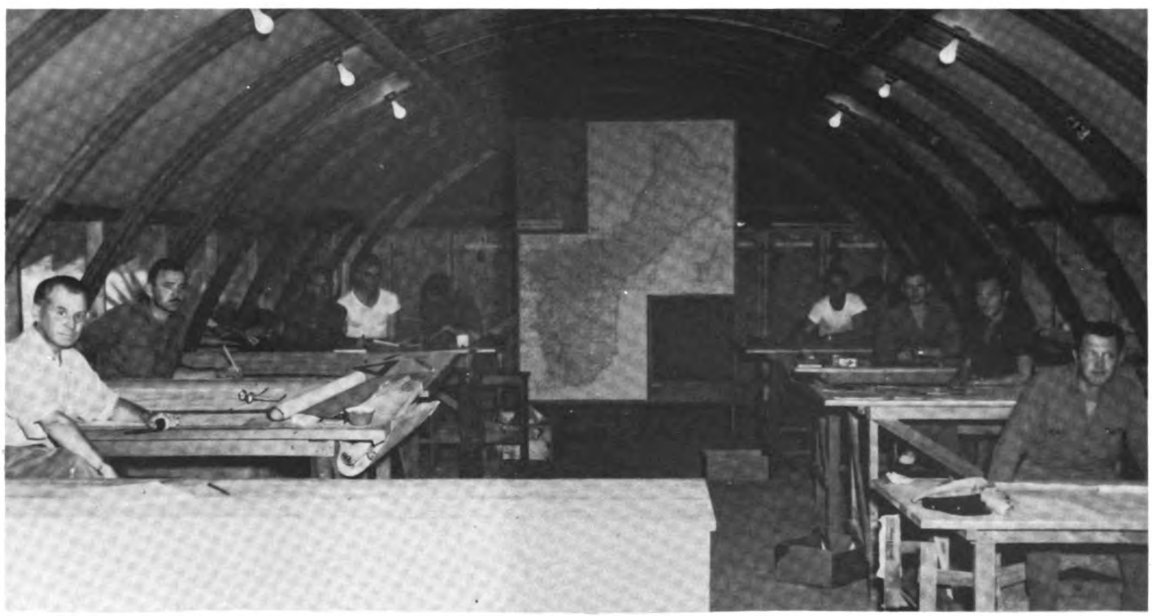
THE ENGINEERING OFFICE



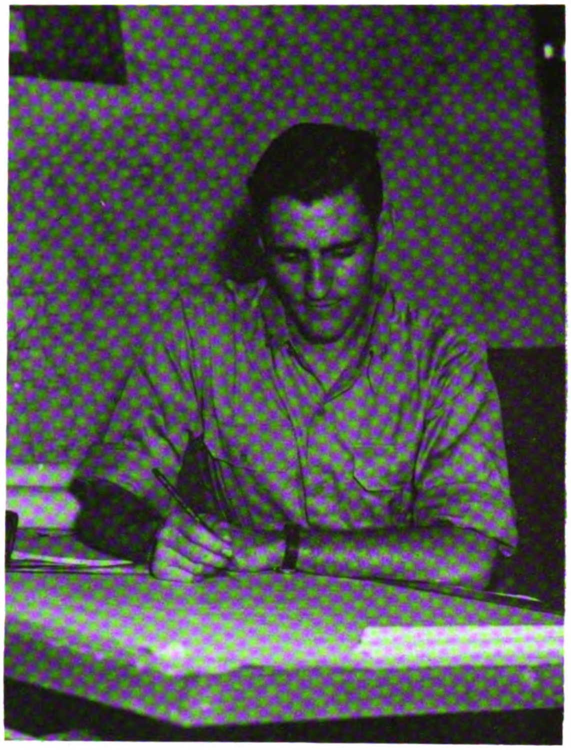
M. B. Edwards works out some involved computations in our Engineering Office.



Lt. Arrington, head of the Engineering Office. A Panama veteran, he thrived in Guam's sub-tropical climate, and also found time to command Company "D".



The Engineering Office: View of the drafting room.



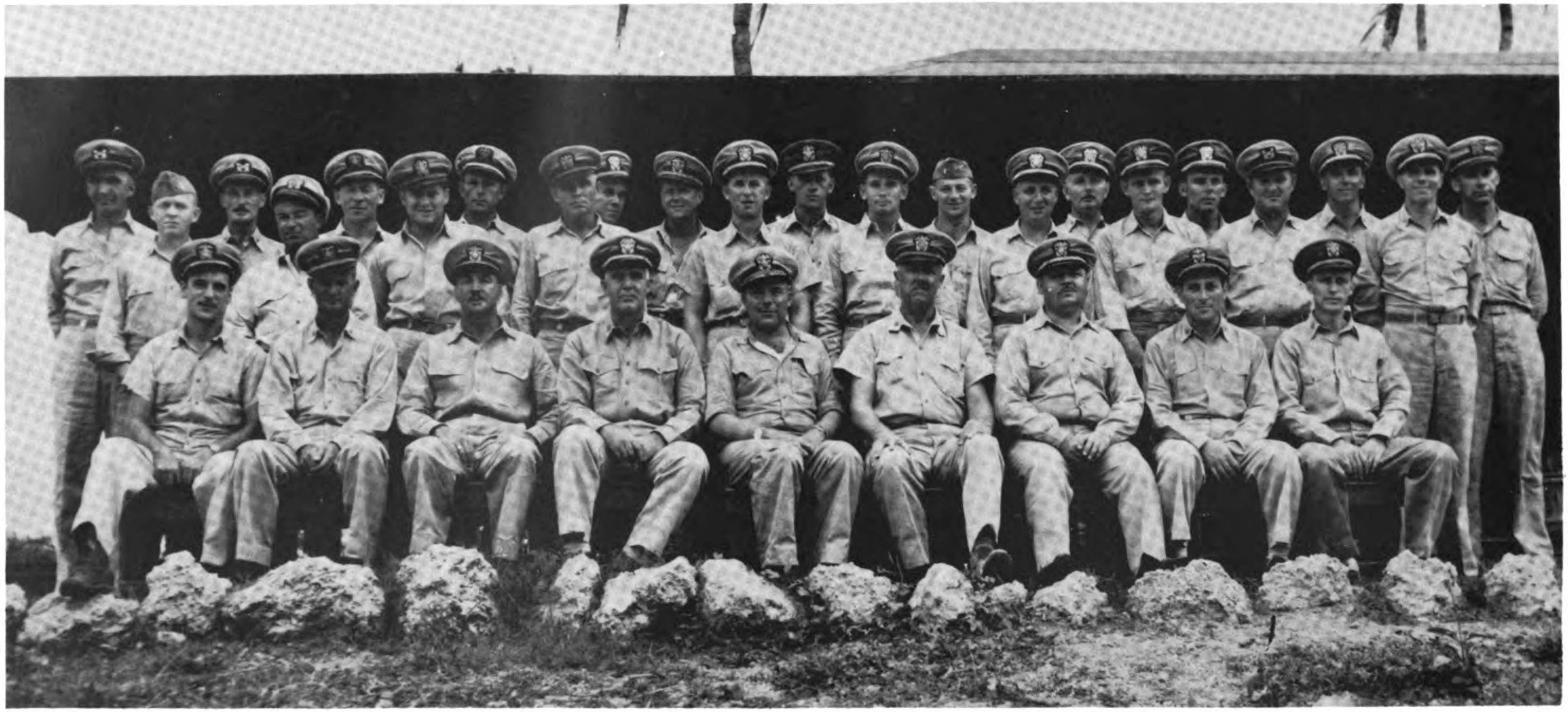
Ensign G. O. Fossum, shown at work in the battalion drafting room. Mr. Fossum, formerly a CM2c, received his commission after six months' duty in the Marianas.



N. B. Clarke, transitman, at work on a survey job. As many as six parties were required for battalion projects on Guam.



The scene above is typical of the rolling terrain of southern Guam. From this spot, which was only a short distance from camp, one could get a wonderful view of the lowlands and the sea beyond.



OFFICERS OF THE 76TH NAVAL CONSTRUCTION BATTALION

First row, left to right: Lt. C. J. Musante, Jr., DC; Lt. G. H. Johnson, CEC; Lt. J. N. Adamson, CEC; Lt. J. J. Fleming, Jr., CEC, Executive Officer; Comdr. F. L. Endebrock, CEC, Officer-in-Charge; Lt. W. C. Wing, CEC; Lt. Comdr. F. M. Smisek, MC; Lt. M. M. Rossman, MC; Lt. E. B. Olberding, ChC.

Second row, left to right: Ens. A. K. Rossetter, SC; C.W.O. R. L. Chanslor, CEC; Lt. (jg) G. N. Lacy, SC; Lt. A. F. Arrington, CEC; Ens. D. D. Anderson, CEC; Lt. (jg) H. C. Hepting, CEC; C.W.O. B. C. Gregory, CEC; Ens. L. P. McDonald, CEC; W.O. W. G. Hoover, CEC; C.W.O. H. F. Happoldt, CEC.

Back row, left to right: W.O. B. M. Nilsen, CEC; W.O. R. D. Garvin, CEC; C.W.O. W. P. Blimm, CEC; C.W.O. J. R. Harris, CEC; Ens. H. A. Ryan, CEC; Lt. (jg) D. L. Hawkins, CEC; Ens. G. P. Greene, CEC; Ens. N. S. Long, CEC; C.W.O. W. E. Schuler, CEC; Ens. H. S. Giske, Jr., CEC; Lt. (jg) R. E. Atwater, CEC; Lt. J. H. Laethem, CEC.



ORIGINAL OFFICERS OF THE 76TH BATTALION

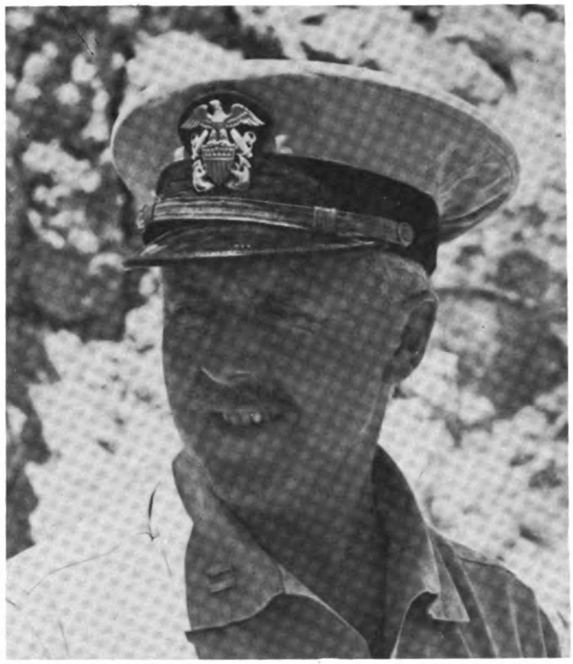
This photo, made at Gulfport before the battalion left for overseas service, shows all of our original officers. Only six of the above are still with the outfit as this book goes to the press.

Front row, left to right: Lt. P. L. Caulfield, CEC; Lt. W. C. Wing, CEC; Lt. R. B. O'Brien, CEC; Lt. R. B. Chamberlin, ChC; Lt. Comdr. E. R. Winkler, CEC, (original Officer-in-Charge) ; Lt. Comdr. A. C. Barber, MC; Lt. P. J. Kelley, MC; Lt. J. J. Fleming, Jr., CEC; and Lt. Comdr. John Koleszar, CEC.

Center row, left to right: C.W.O. B. C. Gregory, CEC; Lt. J. L. Pierce, CEC; C.W.O. R. L. Chanslor, CEC; Lt. J. H. Faulkner, SC; Lt. (jg) E. G. Hofmann, CEC; Lt. (jg) B. F. Berkaw, CEC; Lt. X. S. Hutchins, CEC; Lt. P. Van Ryn, CEC; and Lt. Comdr. H. C. Klipfel, DC.

Back row, left to right: C.W.Q. A. E. Clauve, CEC; Lt. W. H. Warrick, CEC; Lt. (jg) D. H. Drummond, CEC; Lt. (jg) M. D. Baird, CEC; Lt. D. K. Cole, CEC; Lt. (jg) R. M. Babb, CEC; Lt. L. G. Lenkoff, SC; C.W.O. W. E. Schuler, CEC; and C.W.O. H. F. Happoldt, CEC.



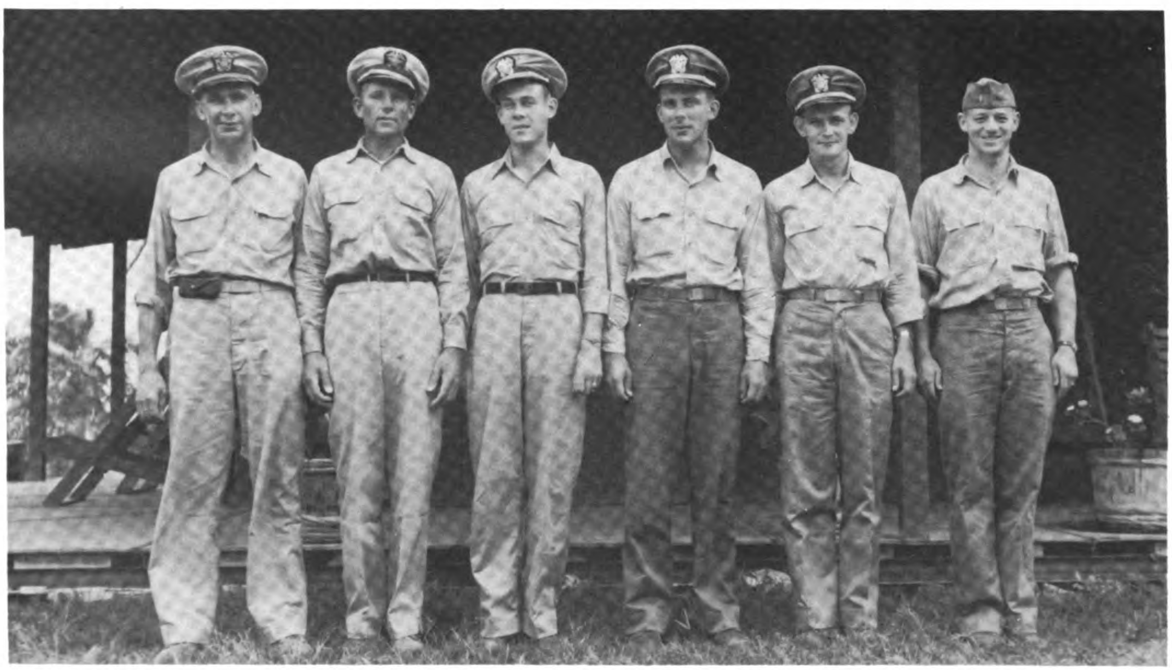


CHIEF WARRANT OFFICER
WALTER P. BLIMM, CEC, USNR

Chief Warrant Officer Blimm is a native son of Tonawanda, N. Y., but prior to being called to active duty he was residing in Lockport, N. Y. Originally an officer with the 10th Battalion, Mr. Blimm joined the 76th on June 12, 1944. In civilian life he was in the concrete contracting business. With the battalion he has been Transportation Officer.

LIEUTENANT WILLIAM C. WING, CEC, USNR

An Ohioan gone cosmopolitan, Lieut. Wing claims New York City, Port Au Prince, Haiti, Lima, Peru, and Washington, D. C. as his homes. A practicing architect, he entered the Seabees from the State Department. Formerly Co. "B" Commander, he has recently devoted his full time to the supervision of our largest project, the breakwater.



LATEST ADDITIONS TO OFFICER PERSONNEL
Left to right: Lt. J. H. Laethem, CEÇ; C.W.O. J. R. Harris, CEC; Ens. H. A. Ryan, CEC; Ens. H. S. Giske, CEC; Ens. L. P. McDonald, CEC; Ens. N. S. Long, CEC.



CHIEF WARRANT OFFICER
HARRISON F. HAPPOLDT, CEC, USNR

Mr. Happoldt reported for active duty Jan. 7, 1943. In civil life he has been associated with: Keller-Pike Co., Electrical Construction Engineers, Philadelphia Pa.; The Philadelphia *Inquirer;* and the Provident Trust Co. of Philadelphia, Pa. He was assigned to duty with the 76th in the original complement of officers. His duties with the battalion have been: Hdq. Co. Commander, First Lieut. Ship's Service, Communications, Photography, and Electrical Engineering Officer.



C. H. Falterman at work on the battalion switchboard to which he was assigned while on Guam. His voice was familiar to all for the frequent "Attention All Hands," which preceded the many announcements we heard over the P. A. System.



G. J. Bradburn, Jr. getting in a plug for his "Lil Pal Radio Shop." He is its vice president and the home shop is in Houston, Texas. Chief Bradburn took care of the battalion radio work in his spare time as well as his regular job of keeping the communication system working smoothly.



HEADQUARTERS COMPANY—PLATOON 1

First row, left to right: A. Luevano, R. Johnson, J. Rogers, J. Garcia, C. Falterman, W. Latker, J. Brogan, S. Christian, M. Kizer, A. Ratliff, H. Hydron.

Second row, left to right: H. Clausen, D. Dawson, F. Fowler, R. Vickery, F. Choate, G. Denison, J. Weil, H. Hamburger, R. Olson, B. Olson.

Third row, left to right: G. Watkins, G. Rouse, R. Riley, R. Deering, T. Keeney, L. Pepper, D. Cook.



HEADQUARTERS COMPANY—PLATOON 1 (Continued)

First row, left to right: R. Fouts, H. Webster, A. Morris, M. Babcock, J. Linn, R. Prince, J. Powell, H. Adolfson, N. Moncada, G. Mathis, A. Patron.

Second row, left to right: D. Hogan, W. LaFollette, G. Gospodnetich, R. Bishop, J. Turrentine, H. McCally, J. Sprinkle, V. O'Neill, W. Swink, J. Conneally, D. Allen.

Third row, left to right: J. Flanakin, N. Clarke, F. Lamb, W. McDonald, J. Hyde, C. Payne, J. Bayless, J. Jones.



Chief Maynes, in charge of the warehouse, begins a day's work. One of the busiest men of the battalion, it was necessary for Harry to be on his toes at all times to see that the right stuff went to the right place at the right time.



Issue of tools and small equipment for 1200 construction men was a job that required tact and ability. A. D. Sherrill issues one of the many tools at the warehouse. D. B. Joy is the Seabee signing the chit.



Assembly center for work crews, pay day, and numerous activities, the warehouse was a hub for the battalion. These men were the regular crew and were responsible for receiving, storing, and issuing of a great variety of material, from cement and lumber to precision tools, clothing and equipment parts.

Kneeling, left to right: A. A. LePage, J. H. Jones, and H. J. Adolfson.

Standing, left to right: Chief Maynes, W. H. McDonald, A. D. Sherrill, A. F. Connor, and J. W. Turrentine.

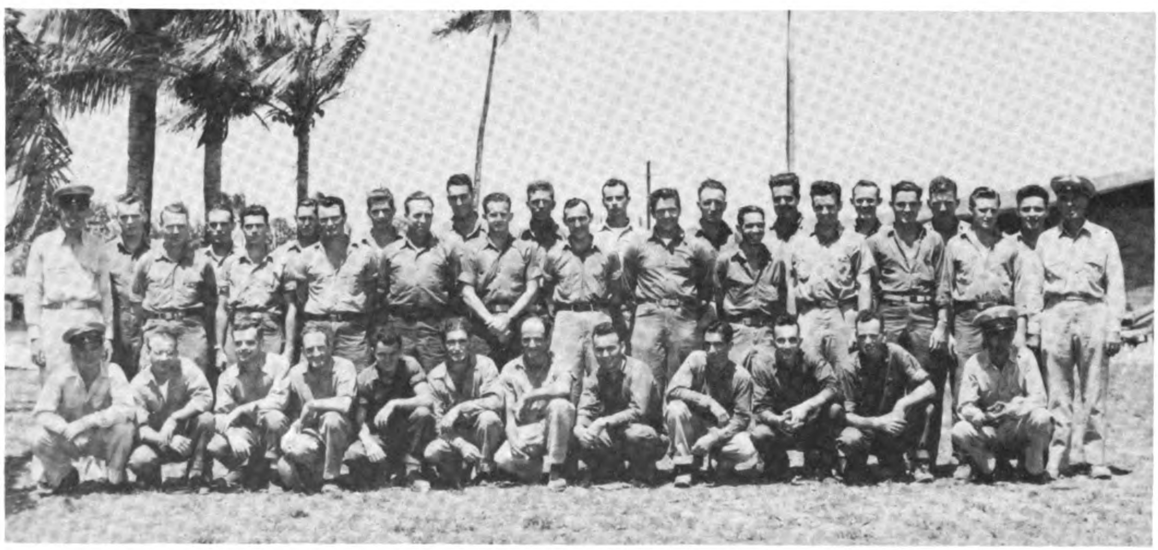


HEADQUARTERS COMPANY—PLATOON 2

First row, left to right: K. Thomas, A. Quinlan, A. LePage, T. Schlater, R. Lauck, L. Bresko, H. Dudder, J. Wardle, R. Steele, A. Sonnier, I. Hulvey.

Second row, left to right: A. Simpson, D. McKeel, O. Ranzenberger, L. Clinton, E. Gardner, N. Brannen, F. Finn, J. Harris, D. Joy, R. Hughes, D. Lynch.

Third row, left to right: A. Koen, T. Dillard, J. Simmons, G. Lake, R. Johnson, J. O'Meara, T. Roberts, G. Clem, W. Durrell.



HEADQUARTERS COMPANY—PLATOON 2 (Continued)

First row, left to right: A. Gladwin, W. Surma, R. Watts, E. Pell, W. Schultz, R. Hughes, A. Benson, T. Owens, A. Cobert, V. Zanelli, J. Wicks, K. Paul.

Second row, left to right: J. Benbow, W. Alban, C. Finuf, W. Montgomery, J. Lindblad, C. Riley, G. Bujarski, R. Grey, R. Bothwell, A. Connor, W. Wicks, A. Tauschman, W. Stockdale.

Third row, left to right: M. Edwards, J. Beaver, R. Doss, R. Lennox, A. Sherrill, S. Wallace, J. Bennish, J. Cannon, B. Lewis, C. Melton, W. Smith, R. Brewer.





LIEUTENANT GORDON H. JOHNSON, CEC, USNR

Lieut. Johnson joined the 76th on May 5, 1944. Livermore, Colo., is his birthplace with his official residence being Greeley, Colo. He is a graduate of Colorado University and prior to being commissioned he was working for the Navy Department at San Pedro, Calif. While with the battalion he has served as a Project Officer and Co. A Commander.

WARRANT OFFICER
WILLIAM G. HOOVER, CEC, USNR

Warrant Officer Hoover enlisted in the CB's as a Chief Carpenter's Mate and has risen to his present rank. Born in Ninnekah, Okla., he has since made his home in Oklahoma City, Okla. Previous to entering the Service he was employed by Flotation Systems, Inc., of Los Angeles as Asst. Superintendent of Construction. While with the 76th, he has been a Construction Superintendent.



TRANSPORTATION

First row, left to right: H. E. Camy, W. O. Cunningham, J. E. Kundert, D. B. Joy.
Second row, left to right: G. R. Sigler, Chief J. W. Reynolds, H. E. Whetstine.

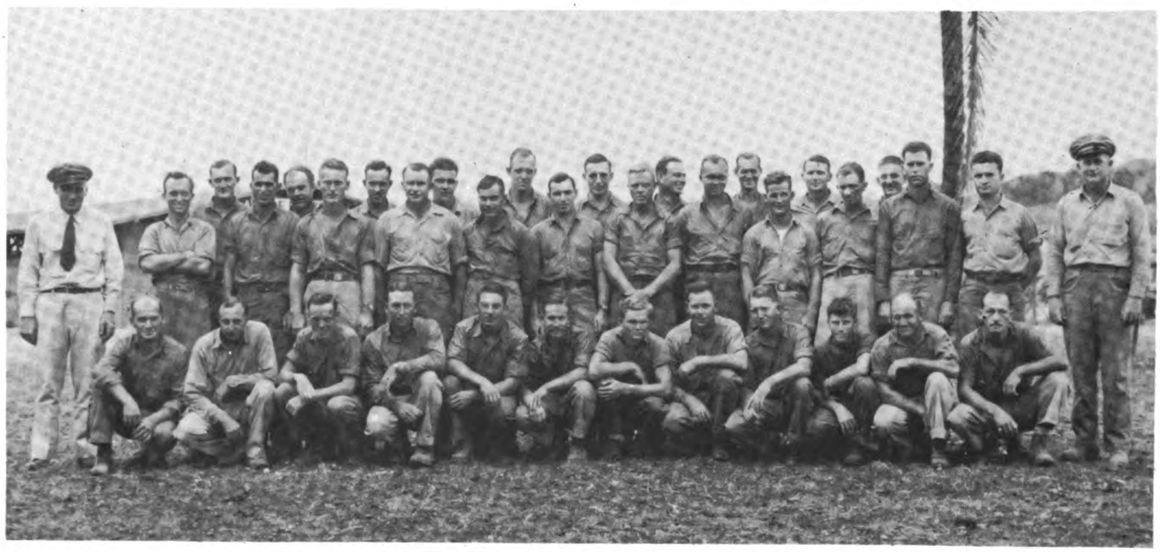


COMPANY "A"—PLATOON 1

First row, left to right: A. Tortorici, B. Middleton, S. Buchko, R. Swart, L. Blaschke, F. Covacevich, J. Hughes, W. Hale, W. Johnson, G. Miller.

Second row, left to right: M. Nolan, A. Hagel, C. Sherlie, S. Ward, J. Delaney, F. Jamerson, H. Bayles, E. Flippo, K. Berg, R. Wills, W. Northcutt, J. Moore.

Third row, left to right: F. Adams, A. Agnew, H. Foley, C. Griffith, J. Thompson, J. Carlisle, A. Stanley, R. Mattison.



COMPANY "A"—PLATOON 2

First row, left to right: L. Schuessler, D. DeLano, M. Mayes, R. Dutton, W. Harris, F. Harris, J. Auston, W. Pilger, L. Gentry, D. Hughes, E. Devy, W. Wiser.

Second row, left to right: L. Briney, E. Buckley, J. Barnes, E. Amox, D. Eberhart, J. Frost, C. Williamson, L. Hillenbrand, K. Armstrong, H. Hemphill, E. Anderson, H. Martin, B. Miller, C. Smith.

Third row, left to right: J. Hall, D. Gleason, W. Mayes, R. Roark, F. Reinier, R. Hartman, B. Oehlke, L. Hennessey, E. Snider, F. Andrews.



Chief Jess South and the Master-at-Arms force which took care of the police duties within the camp area.

Kneeling, left to right: F. J. Lachowsky, L. E. Fay, J. Clifton, J. R. Pittenger, D. Mobley, J. E. Moore.

Standing, left to right: J. South, J. T. Carlisle, M. N. Lynch, D. B. Lomax, J. M. Marinoff, G. E. Watkins, B. F. Thompson, J. D. Foster.



Chief Ship Fitter W. W. Harris and his men worked hard to provide water in the early days for those much needed baths. They built and operated our complete water supply system.

First row, left to right: V. N. Grayless, H. A. Bayles, N. A. Romero, R. J. Potter, G. A. Hill, H. D. Kelly.

Second row, left to right: W. W. Harris, H. A. Bunyard, J. P. Allgood, J. S. Bell, H. A. Smith, E. P. Hansen, H. J. Futch.



COMPANY "A"—PLATOON 3

First row, left to right: J. Alford, F. Bostick, H. Hagen, E. Castano, C. Hughes, C. Gibbs, J. Goodson, J. Anderson, D. Calfee, J. Joyce, R. Yarbrough, F. Williams.

Second row, left to right: G. Thomas, J. Norwood, L. Campbell, C. Cox, S. Craig, E. Kleeman, D. Brashier, O. Bowers, R. Underwood, J. Merkel, J. Hertl, R. Kuhn, W. Gustafson, R. Henley, J. Dahlquist.

Third row, left to right: W. Tobin, C. Hallum, W. Moses, E. Leaverton, W. Glasgow, C. Cooksey, H. Upright, F. Hageman, F. Meservey, E. Keith.



COMPANY "A"—PLATOON 4

First row, left to right: H. Key, R. Busby, A. Barton, F. Merlin, W. Marshall, H. Hoffman, G. Theoharris, D. Mitchell, E. Lynn, R. LePage, C. Mathison, O. Yates.

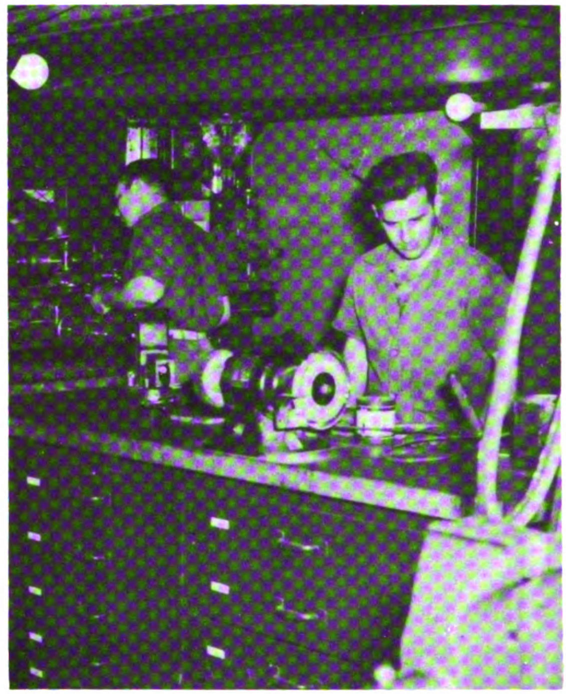
Second row, left to right: M. Cappel, E. Black, F. Lott, J. Delancy, O. McNeely, E. Bond, J. Lunetta, R. Troyer, S. Bishop, C. Hughes, E. Fuher, J. McCulloch.

Third row, left to right: G. Whitaker, J. Miner, W. Huskey, T. Cash, S. Macnab, C. Mathewson, H. Adkisson, W. Burkhalter, W. Bryant, P. Irving.

BATTALION MACHINE SHOP



C. Williamson, is shown inside of battalion Machine Shop, performing an operation with lathe.



Theof Lima and J. M. Barbier are pictured above at work in shop.



Exterior view of the battalion Machine Shop is shown in photo above.
Left to right: Lt. (jg) H. C. Hepting, in charge of battalion shops. T. Lima, J. M. Barbier, C. Williamson, V. J. Zanelli, P. J. Gustis, and M. B. Kramer.



COMPANY "A"—PLATOON 5

First row, left to right: J. White, J. Ryan, W. Andrews, F. Montpellier, J. Pitts, D. Baker, C. Pantano, R. Vavra, M. Sawyer, O. DeArmon, C. Leonard.

Second row, left to right: H. Brantley, S. Sapko, J. Pittenger, G. Badgett, R. Shannon, R. Deck, J. Mickleburgh, C. Childress, H. Camy, D. Marisco, J. Latta, J. Hernandez, E. White, D. O'Donnell.

Third row, left to right: L. Charlton, W. Rose, G. Cansler, J. Dalrymple, R. Atkins, J. Goolsby, J. Childress, J. Carswell, J. McWilliams, L. McKinzey, P. Parker.



COMPANY "A"—PLATOON 6

First row, left to right: L. Nelson, A. Wigzell, T. Abbott, R. Fischer, H. Ingram, A. Super, L. Sorenson, A. Vessier, A. Barton, A. Mercier, J. Balukoff.

Second row, left to right: A. McLavy, S. Domby, L. Lyday, N. Romero, H. Meyer, A. Moody, A. McDuffie, L. Smith, P. Swadis, V. Berg, E. Broussard, R. McDaniel.

Third row, left to right: J. Gaskin, J. Benham, J. Wallace, E. Smith, N. Tucker, C. Turner, G. Mayo, J. Armes, L. Hicks.



LIEUTENANT JOHN N. ADAMSON, CEC, USNR

Lieut. Adamson joined the 76th as a Chief Carpenter's Mate, coming up from the ranks to his present status. Born in Pennsylvania, he now claims Denver, Colo. as his residence. He is a graduate of Colorado School of Mines. Before joining the CB's he was employed by the Colorado State Highway Department. With the 76th he has served as Project Officer and Co. B Commander.



LIEUTENANT (jg) DELEON HAWKINS, CEC, USNR

Born July 10, 1912, in Georgetown, Texas, Lt. (jg) Hawkins has had a varied career in engineering since graduating from Texas A & M with a Civil Engineering degree. His last job in civilian life was with the USED constructing airports. While with the battalion he has been Project Officer in charge of concrete, carpenter crews and general construction. Lt. (jg) Hawkins joined the 76th on December 1, 1943.



CHIEF WARRANT OFFICER
WILLIAM E. SCHULER, CEC, USNR

Chief Warrant Officer Schuler is one of the few original officers left with us. Born in New York City, he attended school at Beacon, N. Y., later moving to Poughkeepsie, N. Y., where he was a private contractor. Mr. Schuler attended Pratt Institute, School of Architecture, Brooklyn. With the battalion he has supervised many building construction projects.



WARRANT OFFICER
ROBERT D. GARVIN, CEC, USNR

Warrant Officer Garvin came to the 76th from the 62nd in April, 1944. He was born and raised in St. Louis, Mo. Mr. Garvin is the battalion's waterfront and pontoon specialist.



COMPANY "B"—PLATOON 1

First row, left to right: B. Carter, L. Conner, C. Smith, C. Tuck, R. Bradshaw, S. Stein, F. Freson, P. Lane.

Second row, left to right: G. Crites, H. Schmelzer, E. Buckley, W. Hankins, R. Smith, J. Arboit, S. Ansley, O. Nelson, W. Morgan, R. Hauer, R. Gaschk.

Third row, left to right: T. Jackson, C. Lindsay, A. Cowin, R. Francis, V. Isbell, C. Wilt, J. Hayes, J. Barkley, H. Smith.

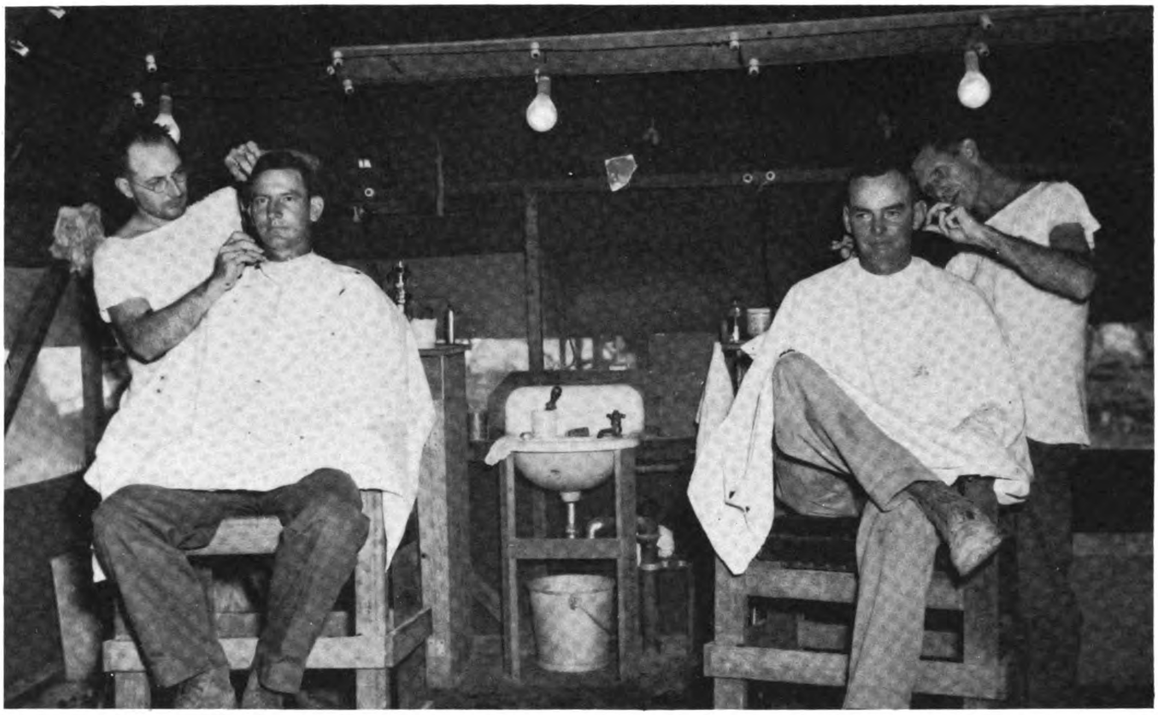


COMPANY "B"—PLATOON 2

First row, left to right: C. Forbes, G. Cain, C. Mitchell, M. Rodman, W. Ray, J. Myers, C. Langdon, W. Wolfe, R. Gerrald, T. Hale, J. Baczanski, B. Whiddon.

Second row, left to right: R. Fatheree, J. Cooper, C. Bristow, C. Hammond, J. Austin, C. Bell, J. Baribeau, S. Schwartz, A. Walker, C. Anthony, S. Kennemer, J. King.

Third row, left to right: C. Brown, W. Currotto, A. Fielder, W. Reid, D. Davis, H. Doublede, A. Barnard, G. Davis.



The battalion barbers, J. W. Delaney and J. B. Harris, at work in their tent shop in the Marianas. The customers, with the satisfied look on their faces, are J. R. Hood and W. L. Morrison.



N. Q. Brannen the battalion tailor, takes time out to pose for the cameraman.



The cobbler shop did a rushing business in the Marianas. J. B. Helms is shown working on the many GI shoes brought to him there.



COMPANY "B"—PLATOON 3

First row, left to right: J. Kundert, C. Barnett, H. Long, R. Horn, C. Bates, E. Brown, R. Berk, D. Moore, E. Morrison, H. Majalca.

Second row, left to right: A. Bennett, V. Nickerson, M. Gragard, L. Edwards, J. Boucher, G. Gever, W. Cato, J. Graves, G. Noell, T. Jones, G. Dulis, A. LeSage, J. Alexander.

Third row, left to right: D. Mobley, C. Faulkner, C. Smith, J. Lane, W. Spencer, D. Davis, H. Futch, R. Donahue, P. Galloway, M. Hardin.



COMPANY "B"—PLATOON 4

First row, left to right: L. Keiller, D. Copeland, A. Hays, C. Stricklin, T. Snell, R. Hoover, K. Thompson, J. Barbier, R. Desaw, A. Ternan.

Second row, left to right: M. Mannello, C. Rains, J. Bobbitt, H. Drysdale, O. Darnaby, C. Murphy, B. Dudley, W. Durst, R. Pierce, G. Carriger, H. Hamman.

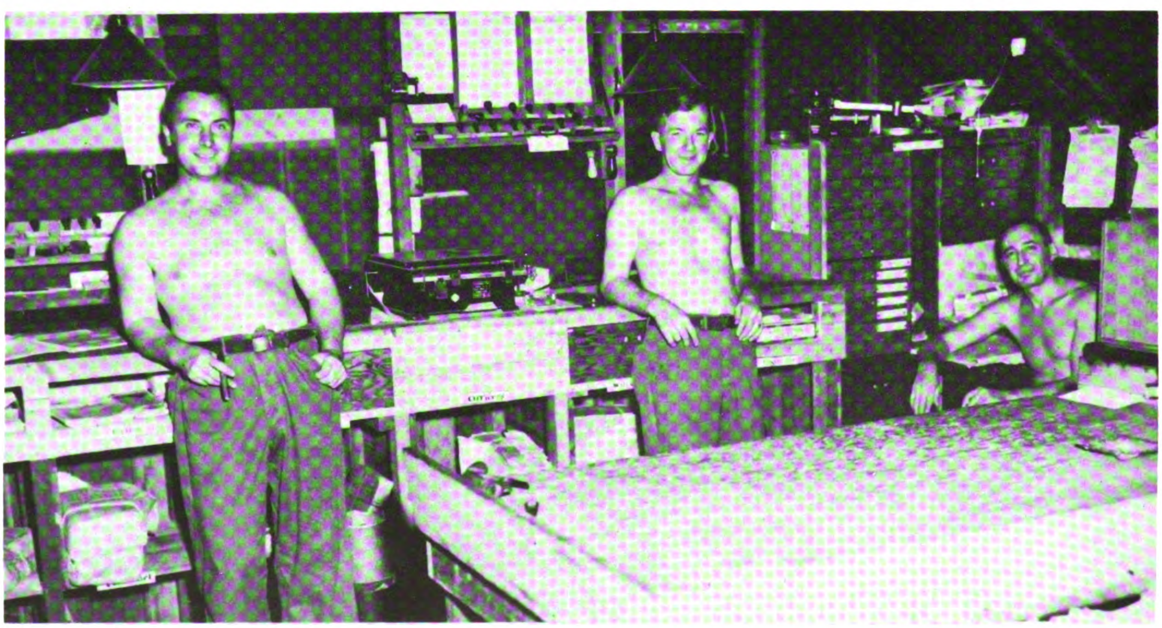
Third row, left to right: D. Smith, M. Kooken, A. Bishop, T. Milligan, H. Blanchette, R. Eckman, C. Migliore, W. Davis, H. Bruce.



These men represented the 76th Battalion on the installation and maintenance of the modern telephone system installed on the island of Guam.

Standing, left to right: Chief W. H. Hord, R. A. Enger, H. C. Robinson, R. K. Davis, G. T. Templin.

Kneeling, left to right: R. J. Nuno, J. Barran, S. W. Waldrop, A. H. Frey, C. S. Hagenow.



One of the rare moments when the mailmen were not busy sorting incoming and outgoing mail for the battalion. Left to right we see: Tom Connelly, A. V. Quinlan, and W. L. Latker.



COMPANY "B"—PLATOON 5

First row, left to right: J. Reynolds, R. Boyd, C. Jackson, O. Mayfield, A. Bakewell, L. McFalls, W. Holbrook, C. Woolman, E. Davis, J. Walters, F. Goebelt, J. Ferran.

Second row, left to right: H. Rainier, G. Rainier, D. Newman, J. Butler, W. Billiter, E. Mock, F. Swieczowski, T. Galyean, E. Watkins, M. Lynch, L. Hamilton.

Third row, left to right: C. Baker, C. Duncan, H. Neal, A. Greer, J. Morris, L. Tuomi, T. McCauslin, A. Harriss, F. Davis, I. Spahr.



COMPANY "B"—PLATOON 6

First row, left to right: H. Bear, B. Luttrell, R. Kunze, J. Hitt, F. Villane, V. Denning, E. Lake, H. Copeland, R. Surguine, J. Lupton, B. Buck, B. Tomaszewski.

Second row, left to right: R. Green, W. Patterson, J. Stidman, C. McHenry, A. Ugrovitch, J. Pattee, D. Scheer, R. Denson, C. Bay, A. Sanchez, J. Vertar, C. Turney.

Third row, left to right: S. Pettijohn, S. Rusnak, J. Allen, W. Faulkner, L. Scala, E. Payne, C. Belt, J. Lehman, L. Smith, C. Lindquist.



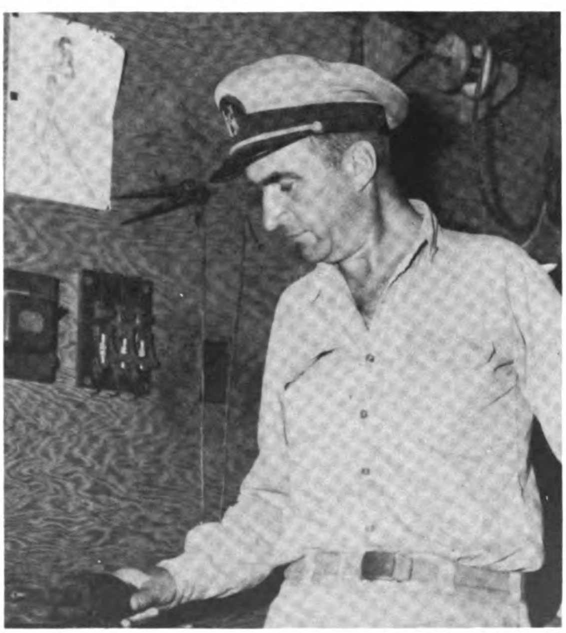
LIEUTENANT (jg) HARRY C. HEPTING, CEC, USNR

Lt. (jg) Hepting was born in Denver, Colo., but has since moved to Longmont, Colo. A graduate of Colorado A. & M, he was employed as a structural steel engineer with the American Bridge Co. of Ambridge, Pa. He reported to the 76th for duty on December 1, 1943. With the battalion he has been in charge of the battalion shops and also has been Co. C Commander.



CHIEF WARRANT OFFICER
BYRON C. GREGORY, CEC, USNR

Chief Warrant Officer Gregory was born in Wilkes-Barre, Pa., but has spent most of his life in Scranton. Prior to receiving his commission, Mr. Gregory was employed by the Pennsylvania Highway Commission and supervised construction of a section of the new super highway. He has supervised many types of construction during his two years with the battalion, including grading, road building, and building construction. Mr. Gregory in one of the 76th's original officers.



WARRANT OFFICER
BERNHARD M. NILSEN, CEC, USNR

Warrant Officer Nilsen came to the 76th from the 62nd Battalion. He was born in Norway, but has lived in Akron, Ohio, for a number of years. In civilian life, Mr. Nilsen was in the electrical contracting business. With the battalion he has been in charge of the Electric Shop and Asst. Electrical Superintendent.



COMPANY "C"—PLATOON 1

First row, left to right: C. Wilde, E. Mann, R. Carlile, W. Allen, M. Williams, W. Cunningham, R. Friley, E. Ritter, C. Beeman.

Second row, left to right: P. North, C. Blankenship, W. Cavender, W. Holder, S. Franks, H. Lynch, S. Gustitus, J. Sopko, L. Morrow, R. Ogle.

Third row, left to right: V. Phillips, D. Coleman, R. Battersby, R. Cline, R. Bancroft, O. Forgey, L. Fonville, A. Gurson, W. Stewart.



COMPANY "C"—PLATOON 2

First row, left to right: R. Patton, D. Wilson, R. Rogers, D. Ware, A. Haszard, S. Josue, E. Jensen, K. Bledsoe, L. Paschall, J. Guse.

Second row, left to right: A. Martin, H. King, C. Beecham, B. Berchenko, H. Jamar, W. Parker, A. Redinger, G. Lund, E. Hayes, R. Hopkins.

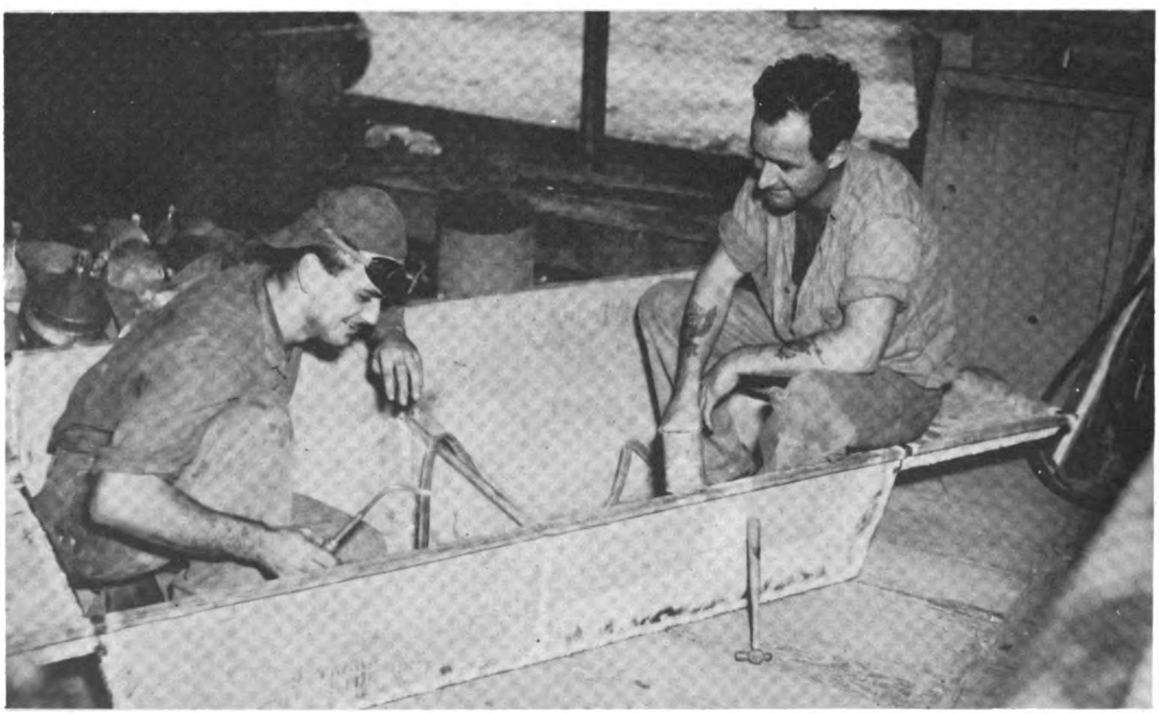
Third row, left to right: W. King, M. Byrd, J. Helms, F. Jackson, B. Williams, L. Phelps, R. Cooper.



A. C. Johnston, Chief Metalsmith at work making a geometric pattern.



L. F. Hermann, at work on a special funnel in common use all over the island.



D. J. Blair and R. C. Mattison at work on one of the many plumbing fixtures made by the Metalsmith's Shop. It was a pleasure to have business with this pleasant group of fellows. They were artists at their trade, from repairing a key to building a stove.



COMPANY "C"—PLATOON 3

First row, left to right: A. Aldrich, T. Robertson, W. Mitchell, W. Gellatly, B. Smith, R. Lefevers, N. Johnson, R. Lingenfelter, D. Kurdziel, H. Kerkela, L. Remley, M. Kramer, F. Goebel, W. Ridley.

Second row, left to right: W. Beeh, L. Clayton, F. Bogacz, N. Jackson, T. Swietlik, W. Quistgaard, A. Salberta, C. Kocourek, O. Hill, J. Johnson, S. Beck, H. Ling.

Third row, left to right: C. Marks, H. Woodard, R. Krogman, D. Cennami, F. Crews, A. Lockwood, S. Robbins, A. Harper, J. Seymore, L. Myrick, J. McClain.



COMPANY "C"—PLATOON 4

First row, left to right: C. Bailey, S. Dunn, A. Hughes, N. Bunyard, L. Fay, J. Bucklen, H. Cooper, E. Renales, E. Freedman, P. Gillan, J. Burlet.

Second row, left to right: W. Stephens, M. Elliott, B. Hurst, H. Spence, J. Breckheimer, J. Powell, H. Riley, J. McWilliam, M. Saput, H. Wickham, R. Frank, E. Turnock.

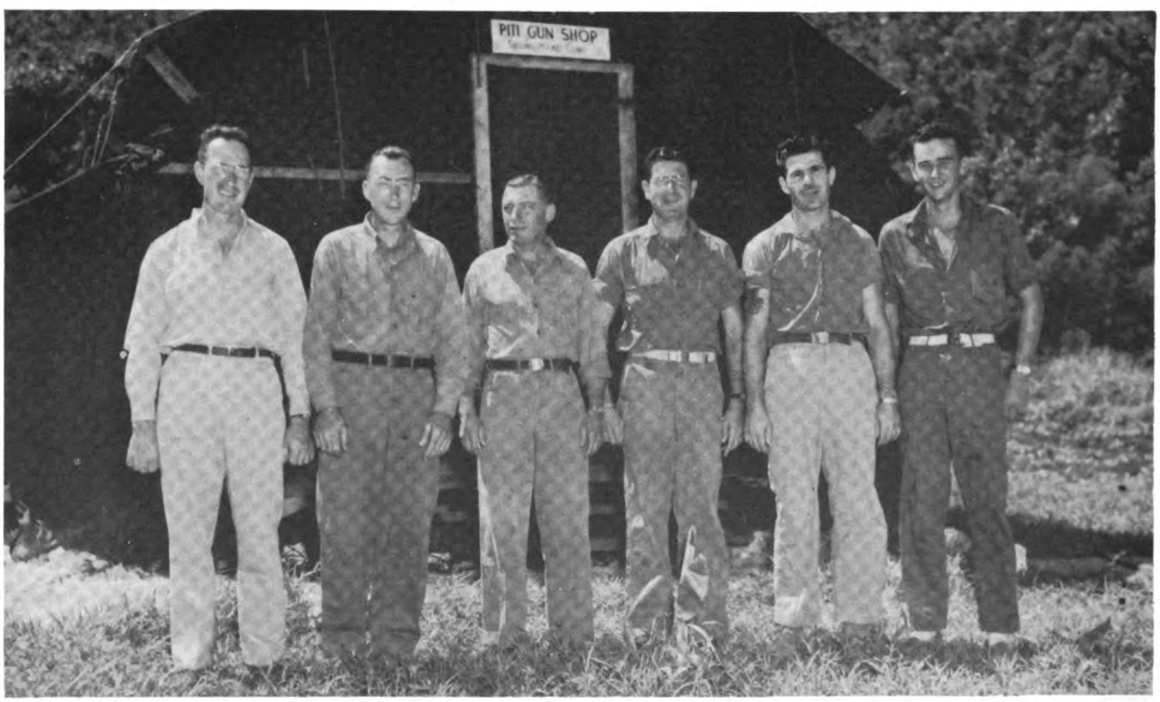
Third row, left to right: C. Churchman, E. Mills, D. Dicob, C. Rife, L. Miller, V. Tenney, H. Brandstetter, C. McPherson, F. Sheckler, G. Conley.



SQUARE AND COMPASS CLUB OF GUAM

First row, left to right: E. H. Lanbeing, M. T. Fuller, E. M. Watkins, R. E. Daughtry, E. W. Flippo, B. B. Williams, M. F. Jefferson, H. E. Duncan, W. K. Stockdale, J. L. Dahlquist.

Second row, left to right: Dr. Rossman, H. H. Schmelzer, G. Lake, A. S. Ward, G. E. Martin, F. H. Roberts, J. M. Campbell, W. H. McDonald, H. I. King, C. T. Stinebring, R. B. Hopkins, Lieut. Adamson.



The photo above shows the Armory personnel.

Left to right: Chief K. R. Thomas, A. O. Hays, L. O. Blakely, H. E. Camy, G. E. Todd, and C. N. Wilt.



COMPANY "C"—PLATOON 5

First row, left to right: C. White, E. Cooper, R. Burdine, E. Branham, E. Brown, W. Schell, V. LaRosa, L. Olson, B. Stribling.

Second row, left to right: C. Shobe, R. Julius, B. Patburg, J. Unger, H. Shank, C. Stinebring, D. Patry, W. Siepp, W. Rushing.

Third row, left to right: F. Canton, H. Olson, J. Pesek, H. Sagely, T. Webber, G. Fossum, W. Hinton, H. Miller, J. Clifton.



COMPANY "C"—PLATOON 6

First row, left to right: P. Jannotta, G. Hitchcock, D. Hoggatt, J. Lightfoot, R. Humphreys, L. Grammont, L. Blea, J. Hosch, L. Blakely, E. Benson, H. Newsom, L. Kee.

Second row, left to right: A. Johnston, W. McDonald, T. Shoptaw, J. Fitts, J. Norris, J. Dewitt, H. Whetstine, P. Worley, J. Daily, D. Matthews, H. Yung, J. Hood.

Third row, left to right: W. Wood, J. Gallaher, I. Honeycutt, J. Foster, W. Farmer, J. Jones, J. Bradburn, C. Lisk, M. Kurdyla, J. Littrell.



LIEUTENANT (jg) RALPH E. ATWATER, CEC, USNR

Lieut. (jg) Atwater hails from Watertown, So. Dakota. Graduating from So. Dakota School of Mines & Technology he was employed by various states on highway construction. Mr. Atwater originally was assigned duty with the 10th Battalion and joined the 76th on June 13, 1944. While with the battalion he has served as Battalion Adjutant and Project Officer.



ENSIGN GEORGE P. GREENE, CEC, USNR

Ensign Greene is a native son of Boone, No. Carolina. He attended No. Carolina State College for three years and then finished his education at Duke University. He reported aboard the 76th on November 1, 1944. Since being with the battalion Mr. Greene has been a Project Officer.



CHIEF WARRANT OFFICER
ROBERT L. CHANSLOR, CEC, USNR

Another original, Shorty Chanslor of Little Rock, Arkansas, has served with the battalion on Palmyra, Oahu, and Guam. At the latter station he headed up the Heavy Equipment Department, which operated and maintained everything that moved on crawlers.



COMPANY "D"—PLATOON 1

First row, left to right: V. Poole, E. Caldwell, D. Sands, A. Boss, R. Cryder, H. Artman, J. Thomas, M. Fuller, R. Jenkins, H. Peterson, D. Crawford, D. Ross, J. Link.

Second row, left to right: C. Young, E. Galvan, R. Slemons, R. Bienemann, H. Trammel, F. Eades, D. Blair, G. Richardson, A. Bruckler, G. Todd, R. Biondich, E. Beagles, H. Teague.

Third row, left to right: J. Robinson, R. Trout, E. Paul, J. Beesley, E. Alfred, C. Ross, J. Bell, B. Seale, E. Wood, P. Lorang, T. Frasier

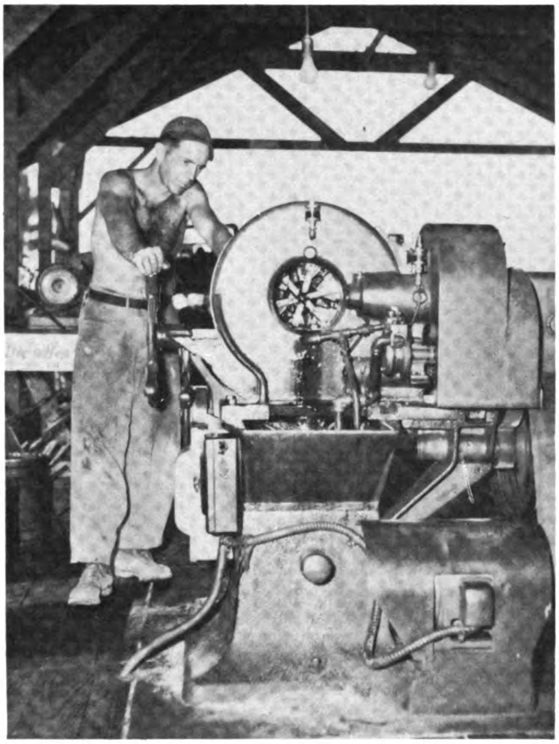


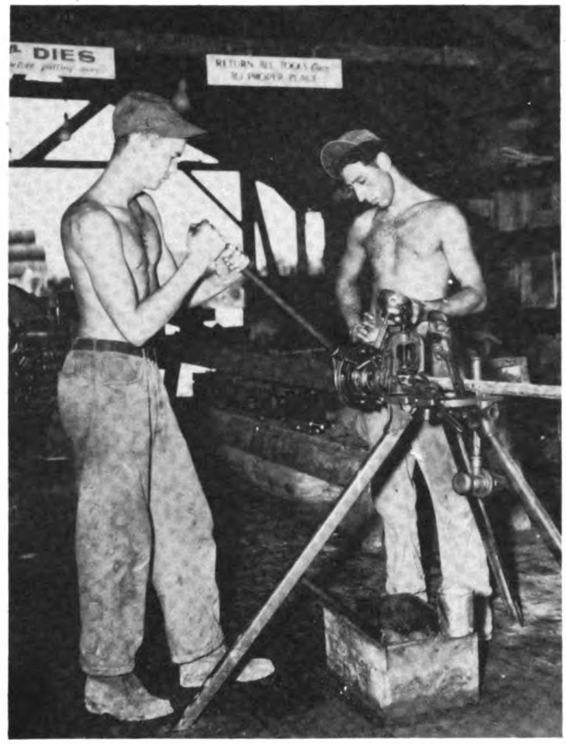
COMPANY "D"—PLATOON 2

First row, left to right: C Harper, L. Carstensen, R. Doran, H. Bender, R. Scroggin, D. Beaulieu, G. Hill, E. Hansen, P. Holowach, E. Tater, A. Lloyd.

Second row, left to right: T. Lee, E. Scheel, J. Fields, G. Martin, H. Carter, W. Benson, R. Bowden, R. Potter, J. Benedict, H. Kelly, J. Allgood, R. Daughtry.

Third row, left to right: K. Nelson, T. Allen, E. Stone, F. Stinson, E. Bland, W. Amelunke, V. Ordway, R. Loveless, J. Clamped, F. Stephens.



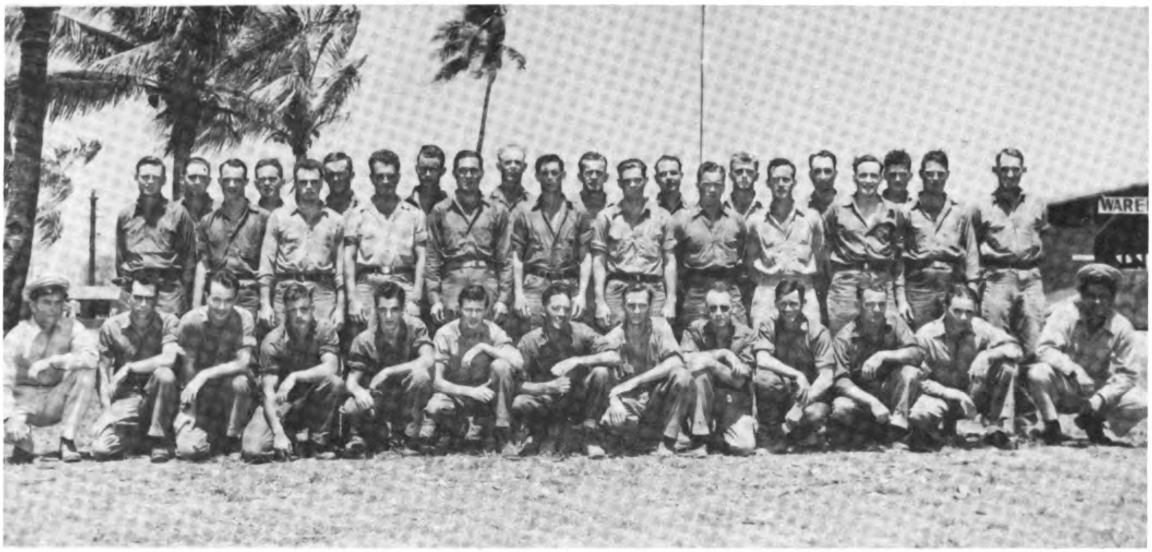


The Plumbing Shop. Three of the men who kept the dies turning are shown above. *Left to right:* R. E. Pierce, J. A. Pattee, and C. Migliore.





The Carpenter Shop. The four skilled craftsmen shown could, and did, make anything of wood, from delicate wood carvings to heavy form panels. *Left to right:* A. D. Martin, Chief Carpenter's Mate, G. R. Churchman, T. G. Hale, and C. B. Cohron.



COMPANY "D"—PLATOON 3

First row, left to right: W. Morrison, M. Cook, J. Flanagan, M. Dobson, E. Cunningham, F. Clark, H. Davis, W. Blair, L. Hermann, V. Hessler, S. Cunningham, E. Chunn, G. Henderson.

Second row, left to right: L. Johnson, G. Douglas, B. Brooks, B. Thomson, C. Doshier, M. Baranowitz, A. Huffman, W. Warren, D. Wallace, W. Winstead, W. Cate, M. Jefferson.

Third row, left to right: L. Briley, J. Bauman, J. Crippen, J. Carter, G. Johnson, P. Hatch, F. Manley, P. Bochnewich, J. Campbell, M. Crocker.



COMPANY "D"—PLATOON 4

First row, left to right: A. Ward, W. Black, H. Day, H. Duncan, J. Webb, H. Barger, B. Bell, E. Kirkland, W. Arnold, E. Langbein, J. Lewis.

Second row, left to right: H. Henry, G. Felton, G. Hart, J. Smith, N. Cole, F. Lachowsky, C. Blair, J. Chodykin, C. Rostberg.

Third row, left to right: H. Kebert, W. Staples, R. LeBrun, K. Wilson, G. Jones, C. Goolsby, J. French, J. Hopper.



Chief Benbow, R. D. Riley, and H. E. Ingram shown in front of the Assignment Office where crews assembled each morning for work.



Chief Alexander and his carpenter crew. *First row, left to right:* H. J. Long, C. A. Murphy, J. M. Austin. *Second row, left to right:* F. C. Lamb, P. E. Galloway, A. F. Greer, T. C. Jackson, Chief Alexander.



Men assigned to the Pipe Yard. *First row, left to right:* J. M. Mickleburgh, E. Davis, F. Hamilton, and H. Barger. *Second row, left to right:* L. Campbell, B. Luttrell, Chief Baer, T. Roberts, and J. Einhaus.



The mosquito-control squad is shown above. *Kneeling, left to right:* C. E. Mitchell, L. A. Remley, J. L. Walters. *Standing, left to right:* H. M. Day, T. L. McCauslin, R. A. Kittrell, and J. C. Wright.



COMPANY "D"—PLATOON 5

First row, left to right: A. Stohlberg, A. Longen, Q. Kelly, J. Beck, J. Wright, B. Hartung, J. Lowrie, R. Bryant, C. Samuelson, H. Shannon, J. Lopez, K. Baird.

Second row, left to right: C. Schriever, D. Cary, F. Axtell, M. Harrelson, F. Olander, J. Long, F. Glanton, N. Hewett, J. Woodson, C. Bell, S. Greeley.

Third row, left to right: C. Geer, J. Kemp, W. Cash, F. Roberts, H. Vines, F. Bruce, H. Dosher, J. Shoun, R. Cloud, D. Lomax.



COMPANY "D"—PLATOON 6

First row, left to right: E. Berry, R. Johnson, E. Galle, A. Ricard, S. Gray, E. Lynn, C. Henshaw, H. Bunyard, L. Simpson, L. Lewis, E. Jackson, W. Harris.

Second row, left to right: F. Pfeiffer, V. Grayless, R. Rutherford, C. Corley, E. Norris, B. Harris, R. Milrany, W. Dowd, J. Sullivan, M. Zabel.

Third row, left to right: A. Schwecke, C. Berry, M. Johns, H. Reynolds, P. Gentry, D. McClain, T. Lowry, J. Einhaus, J. Bower.

ELECTRICAL DEPARTMENT



UNDER CHIEF WARRANT OFFICER HAPPOLDT

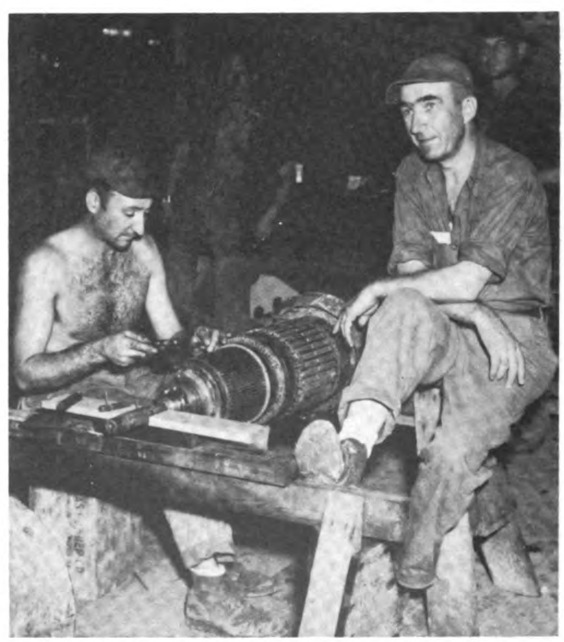
First row, left to right: P. Gillan, F. Goebel, G. Lake, G. Clem, R. Lefevers, L. LaRosa, W. Blair, A. Cobert, R. Swart, J. Hughes, D. Copeland, and S. Stein, H. Davis, Chief Lloyd, Chief Stohlberg, Chief Forbes, and Mr. Happoldt.

Second row, left to right: R. Carlile, R. Horn, A. Harriss, A. Hagel, Martin, W. Pilger, C. Gibbs, H. Spence, A. Fry, E. Flippo, C. Griffith, O. Bowers, D. Brashier, F. Montpelliar, R. Berk, Chief Kee, Chief Link, Chief Ward, and Warrant Officer Nilsen.

Third row, left to right: W. Murphy, J. Bradburn, E. Payne, H. Smelzer, R. Cooper, G. Rouse, W. Montgomery, E. Forbes, Hingson, D. Davis, J. Campbell, E. Stone, G. Templin, A. Stanley, C. Blair, P. Eberhardt, Chief Allen and Chief Briney.



Welders at work on Rail Cart to carry small craft to repair shops. When this job is finished, it will be the largest small-craft repair unit in the world.



Four men of the Electric Shop are shown above. *Left to right:* J. Campbell, R. Swart, Mr. Nilsen, and Chief Lloyd.

THE SHIP'S STORE



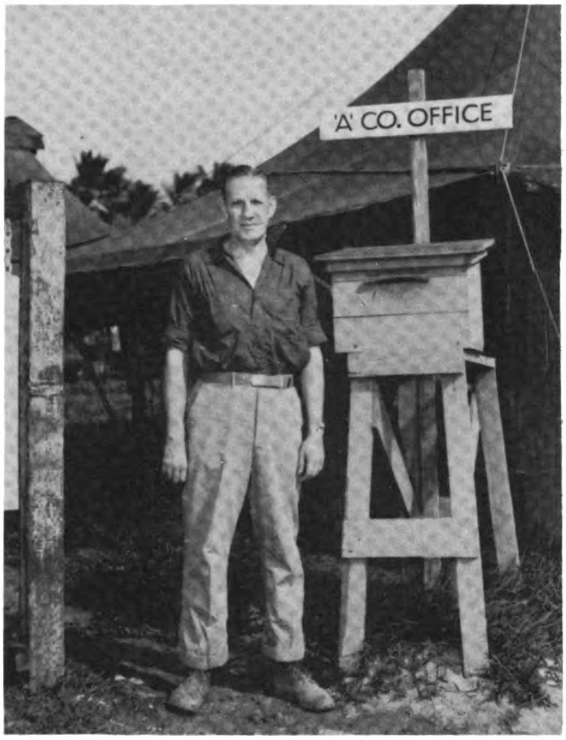
J. A. Plato at work with the ice cream machine located in the Ship's Store. Shortage of mix prevented this scene from being enacted very often.



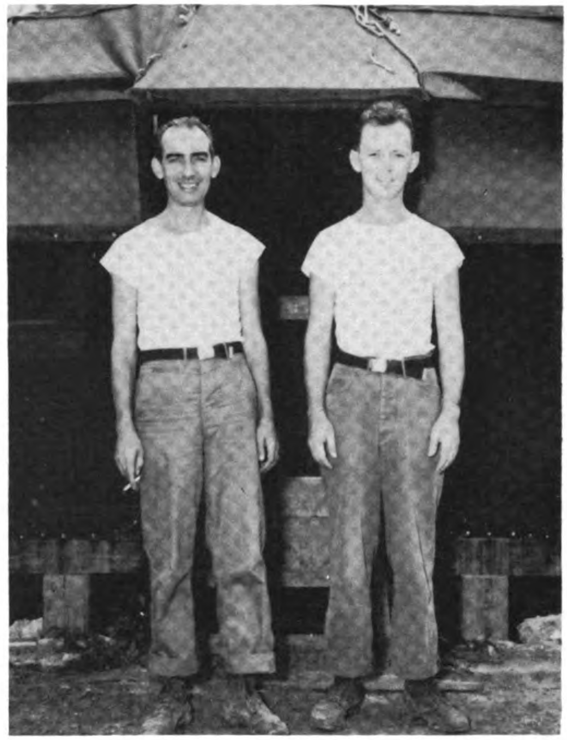
Chief Baer, in charge of the Ship's Store, is shown busy at work in the store building. The Ship's Store was the top morale-builder in the battalion.



The front view of the Ship's Store is shown above. C. A. Martin, left, and V. L. Swanson, right, were kept busy with the many transactions made over the front counter.



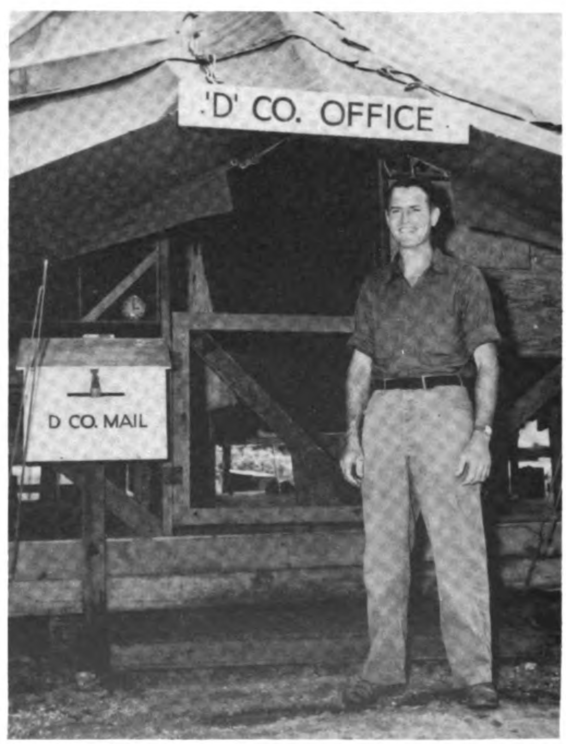
F. W. Meservey, "A" company clerk and censor, poses in front of his headquarters.



Headquarters and "B" Company clerks above stand in front of their office. Left to right: E. A. Lake and R. C. Prince.



J. C. Dewitt, "C" company clerk and censor, has "military bearing" in spite of the long stretch overseas.



The "D" Company censor and clerk, F. E. Glanton, deserts his duties to pose for the photographer.



Chief Henderson's Heavy Construction crew, who specialized in bridges, timber piers, and frame warehouses.
Top: Chief G. T. Henderson, A. H. Huffman, W. W. Mayes, J. T. Hopper, J. W. Beesley, and R. E. Bancroft.
Bottom: D. T. Wallace, W. W. Warren, H. J. Hemphill, and H. E. Duncan.



The Paint Shop. *Kneeling, left to right:* L. Campbell, T. Lowry, and W. Hinton.
Standing, left to right: E. Galvin, D. Ross, F. Manley, Chief Hitchcock, and W. Hawkins.



R. C. Patton giving L. J. Phelps some pointers on making one of the 76th Battalion's specially designed beds. Patton had charge of the hobby shop until he caught the ship with the first draft to leave Guam.



Men of Chief Poole's gang are shown above. These men worked on piers, warehouses, water tanks, and a powerhouse.

First row, left to right: B. R. Seale, C. Ross, E. L. Jackson, C. C. Vasquez, and Chief V. F. Poole.

Standing, left to right: P. Bochnewich, K. M. Wilson, C. A. Marks, F. E. Glanton, E. E. Kleeman, and A. L. Boss.



The men above operated our refrigeration units on Guam. *Standing:* Chief R. Fouts, C. E. Finuf and J. A. Pattee. *The men kneeling:* J. A. Wardle, and C. R. Steele was in charge of the battalion boilers.



Electric Shovel Group. *First row, left to right:* C. Bell, B. Patburg.

Second row, left to right: J. Robinson, R. Boindich, J. Stokes, Chief Ward, V. Isbell.

Third row, left to right: R. Donahue, W. Pilger, J. Delaney.

TRANSPORTATION



Chief Kenna (now a Warrant Officer) and his crew of drivers and operators at the shop at Lualualei. These men helped to keep the equipment rolling, and built roads in the mountains.



This is some of the equipment used by the battalion at Lualualei.

HEAVY EQUIPMENT

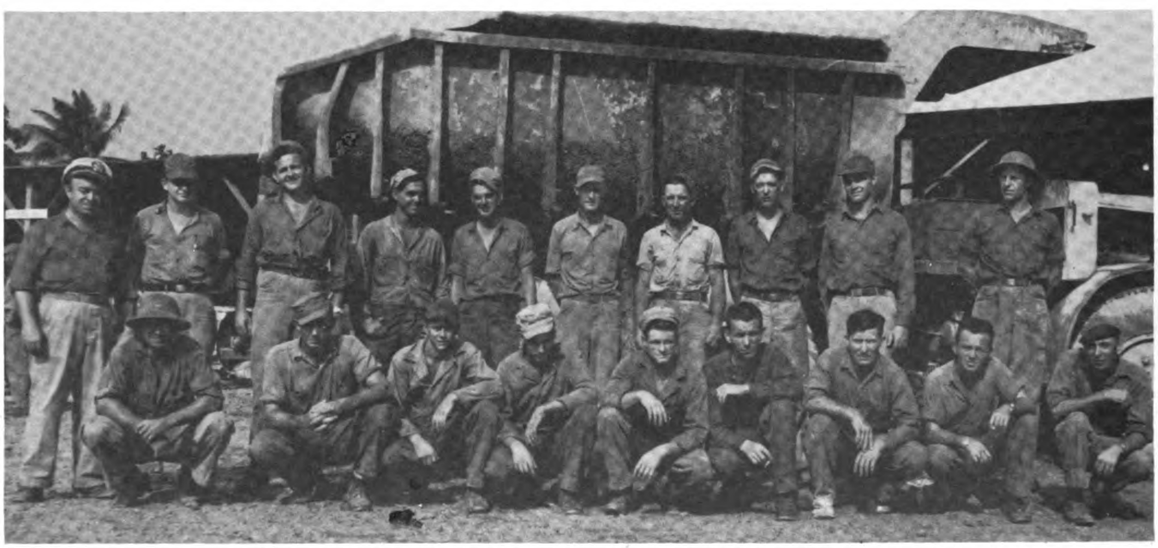


HEAVY EQUIPMENT DEPARTMENT

First row, left to right: Chief Cunningham, Chief Ternan, C. Woolman, J. Hitt, R. Friley, C. Rains, J. Lowrie, S. Buchko, H. Cooper, T. Snell, F. Jameson, and C. Bailey.

Second row, left to right: Chief Warrant Officer Chanslor, I. Honeycutt, G. Whitaker, J. Latta, K. Armstrong, E. Amox, E. Davis, B. Bell, M. Elliott, A. Hughes, and D. Dicob.

Third row, left to right: F. Lott, W. McKinzey, C. Lindsey, F. Hamilton, J. Crippin, W. King, and F. Finn.



ADDITIONAL HEAVY EQUIPMENT PERSONNEL

First row, left to right: Chief McLavy, F. Davis, H. Barger, E. Smith, A. Moody, V. Laws, J. Fields, J. Kirkland, R. Malinich.

Second row, left to right: Mr. Chanslor, E. Caldwell, J. Bybee, J. Machain, M. Crocker, W. Burkhalter, W. Gustafson, J. Gaskin, J. Allen, and B. Harris.

COMMISSARY STAFF



The following are the cooks and bakers of our battalion: Chief Commissary Steward J. W. Talbot, A. R. Morris, Jr., R. W. Hardin, R. V. Johnson, F. D. Choate, P. O'Lexey, and J. H. Sprinkle.



First row, kneeling: J. D. Powell, H. Webster, A. Ratliff, Jr., and M. Karafky.
Standing: C. L. Rouse, C. R. Belt, J. D. Phelps, G. Gospodnetich, E. G. Keene, N. Moncada, and A. Patron.

COMMISSARY STAFF



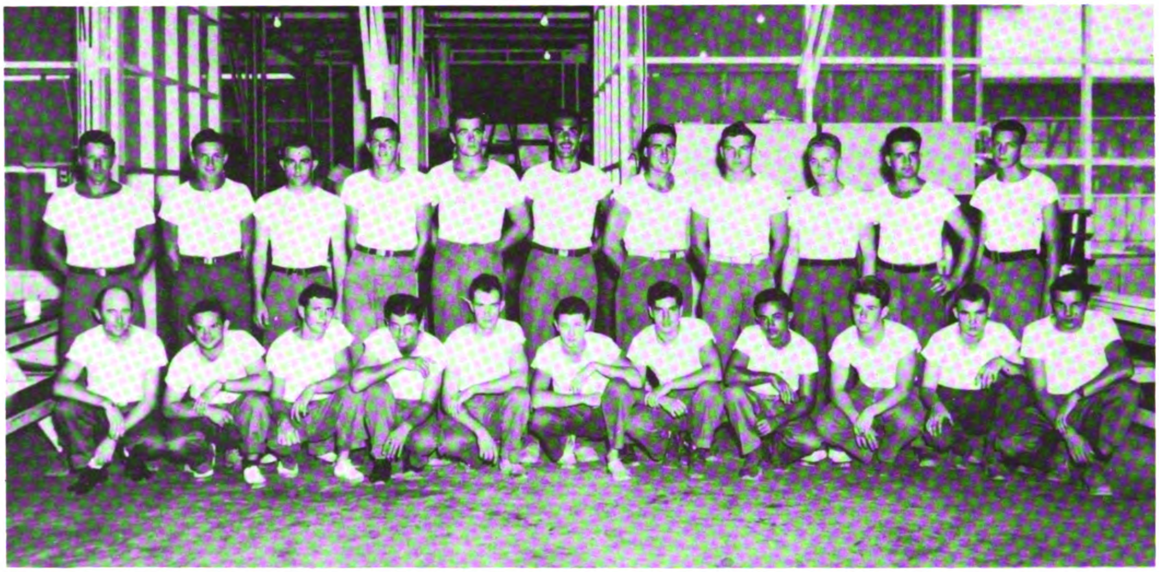
First row, kneeling: G. L. Bujarski, R. E. Watts, A. J. Sonnier, J. C. Linn, R. Frederiksen, and R. S. Grey.

Standing: F. E. Fowler, L. D. Clinton, T. G. Dillard, R. L. Bishop, A. F. Koen, R. J. Hughes, R. M. Hughes, and P. A. Cashen.



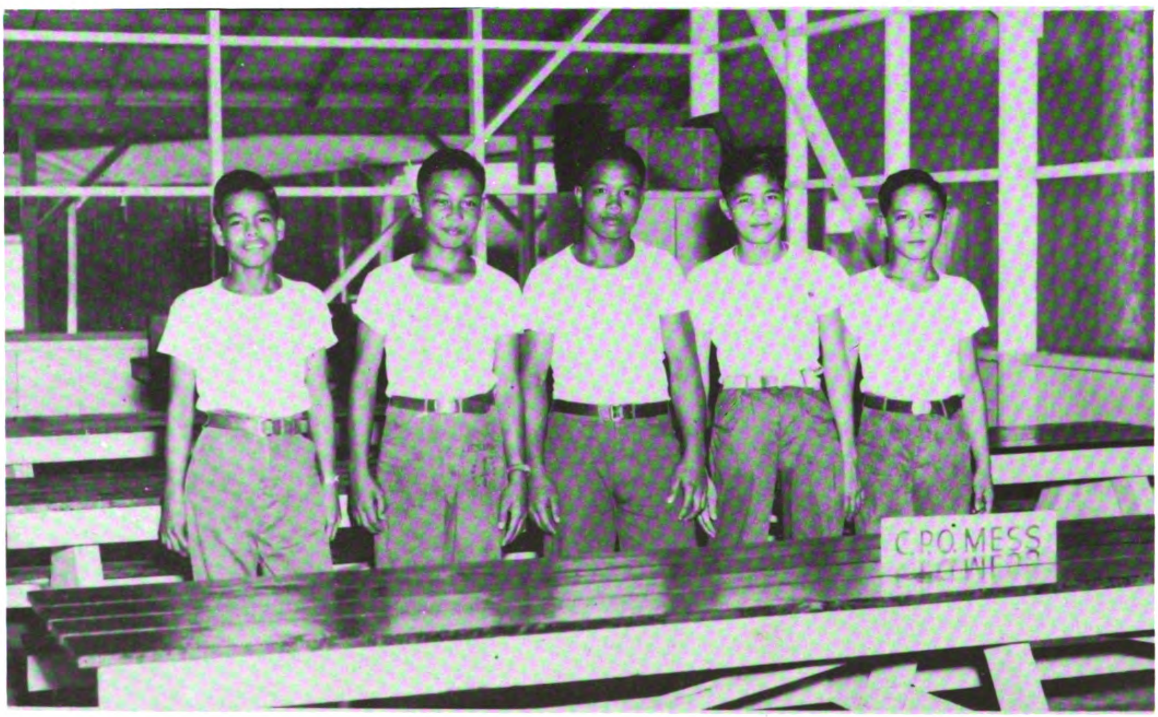
Left to right: W. T. Surma, H. R. Jenness, M. P. Harden, M. H. Flood, R. W. Allison, and H. P. Dudder.

MESSMEN



First row, left to right: L. Fay, R. Fischer, H. Hoffman, R. Gerrald, R. Deck, F. Clark, E. Renales, M. Madeira, F. Leonard, J. King, J. Marinoff.

Second row, left to right: E. Paul, E. Lynn, M. Cook, H. Landtroop, J. French, J. Rapillo, M. Kurdyla, L. Hembrough, E. Fuher, B. Miller, Thrasher.



CHIEF'S NATIVE MESS BOYS

Left to right: Little Joe, Jessie, Big Joe, Greg, Bruce.

RECREATIONAL ACTIVITIES



N. L. Gentry of Arlington, Texas, won the title of "King of the shell hunters" while on Palmyra. When he returned, he made the shells into jewelry souvenirs, and his hobby "paid-off."



W. L. Farmer of Idabel, Oklahoma, had bee-keeping as a hobby while on Guam. He discovered a hive in a bread-fruit tree while clearing a building site with a bulldozer. His biggest enemies were frogs, who eat a swarm in quick time.

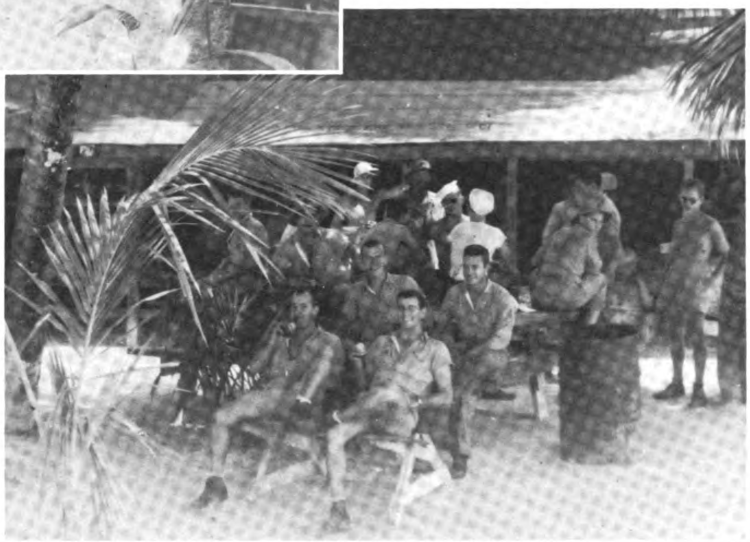


This tent housed the Battalion Library and Chaplain's Office.
A fine place to read, write, or bring your troubles.

PALMYRA ISLAND



First general quarters for our detachment on Palmyra. Past the tents can be seen part of the air strip, the lagoon just beyond, and in the distance a few of the many islands comprising Palmyra atoll.



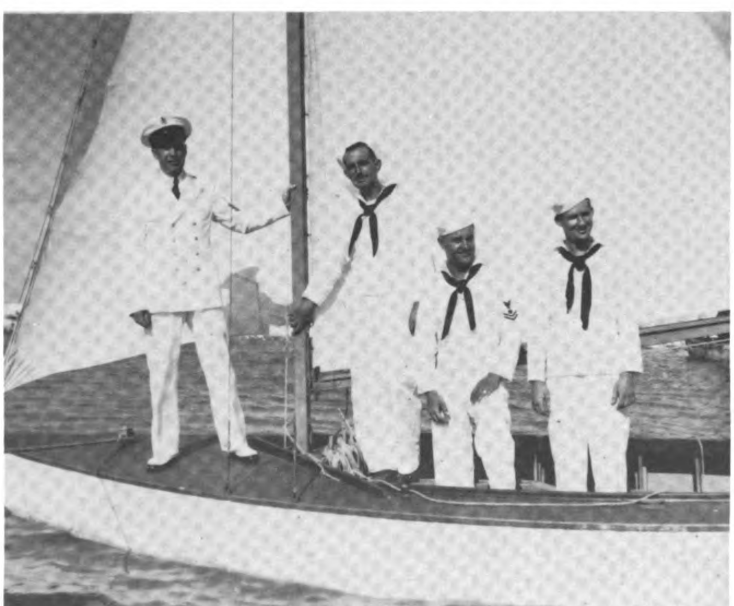
The Marine Post Exchange, the most popular spot on the island. It was here we spent most of our Friday afternoons, drinking our two cans of beer a day, cokes, or watching a good prizefight staged by the Marine Recreation Officer.



The lobby of the Transient Hotel constructed on Palmyra by men of the 76th. Note mural in left of photo done by W. A. Glasgow, former Hollywood artist. This building was built to accommodate transient airmen as they made their way to forward areas in the South Pacific.



One of the most beautiful spots on the island of Palmyra is shown above. This photo was taken on one of the heavily wooded islands across the lagoon from our camp area. These many small islets surrounding the lagoon were all connected by roadways as the photo above suggests. Many types of birds were numerous in these areas and some can be seen in this photo. The four men shown in picture are campward bound after an afternoon of shell-hunting, the only diversion available on the island.



Zenobia, the sailboat, named for a one-time queen of the legendary kingdom of Palmyra, built by Chief Stockdale and his crew. The photo on left is an infrequent occurrence for this crew. Most of their time was spent at the controls of our two launches hauling men to and from jobs across the lagoon.



Our first beer line on Guam. Nobody complained about standing in line.



Another day—the same beer line.



Toilet deluxe. Hardin and Dudder, battalion bakers, rake 'em off.

ADMINISTRATION AREA



The camp site—August, 1944. We learn what "monsoon" means.
For comparison, see photograph on page 74.



Center Street in camp—August, 1944. The Lister bag at the right holds that precious commodity, potable water.



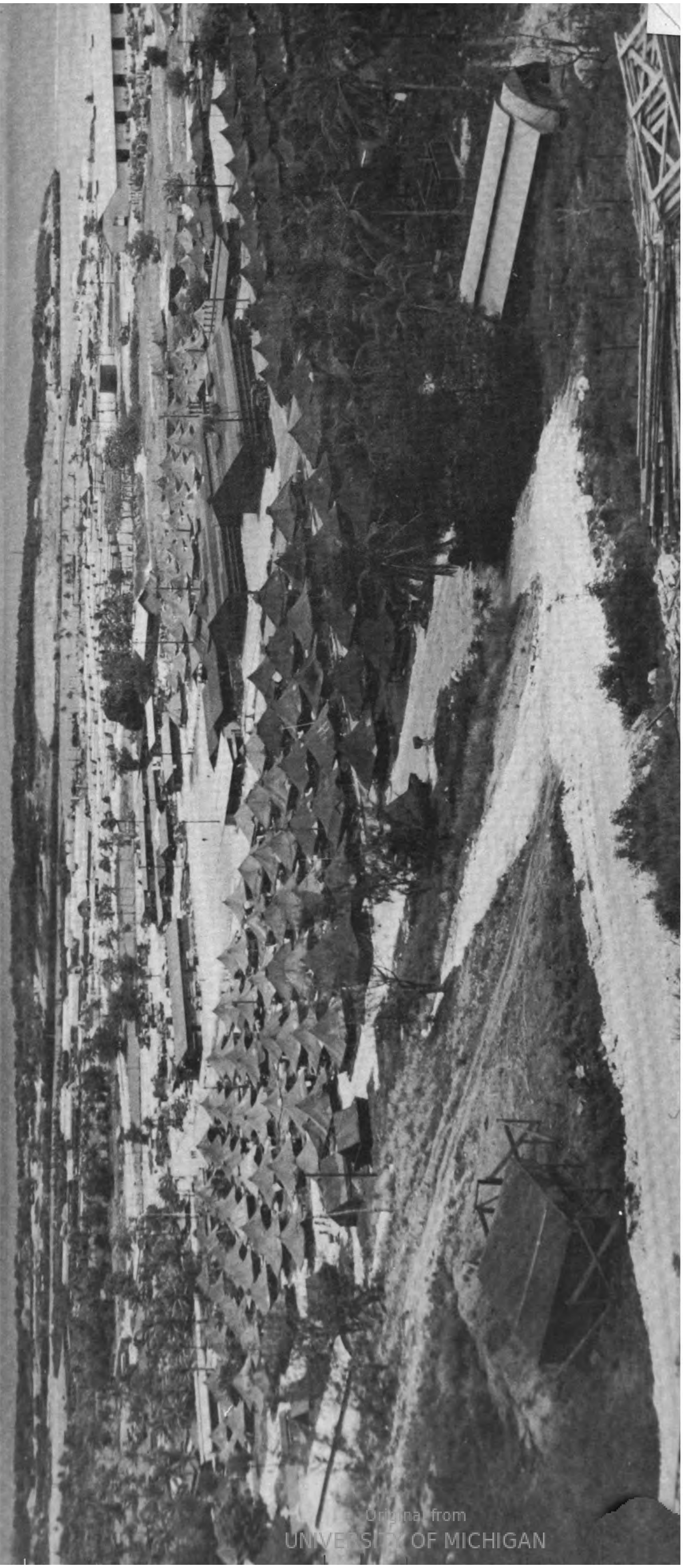
Guam—August, 1944. Pup tents on bamboo frames provide the minimum of shelter.



Ready or not, the ships were unloaded and our supplies rolled in. This is what we meant when we wrote home that things were pretty rugged.



The Administration Area





Guarded by lonely palms, the officers' galley, mess hall and club sit atop a hill overlooking the camp area. Tents in right of photo are a portion of the officers' living quarters.



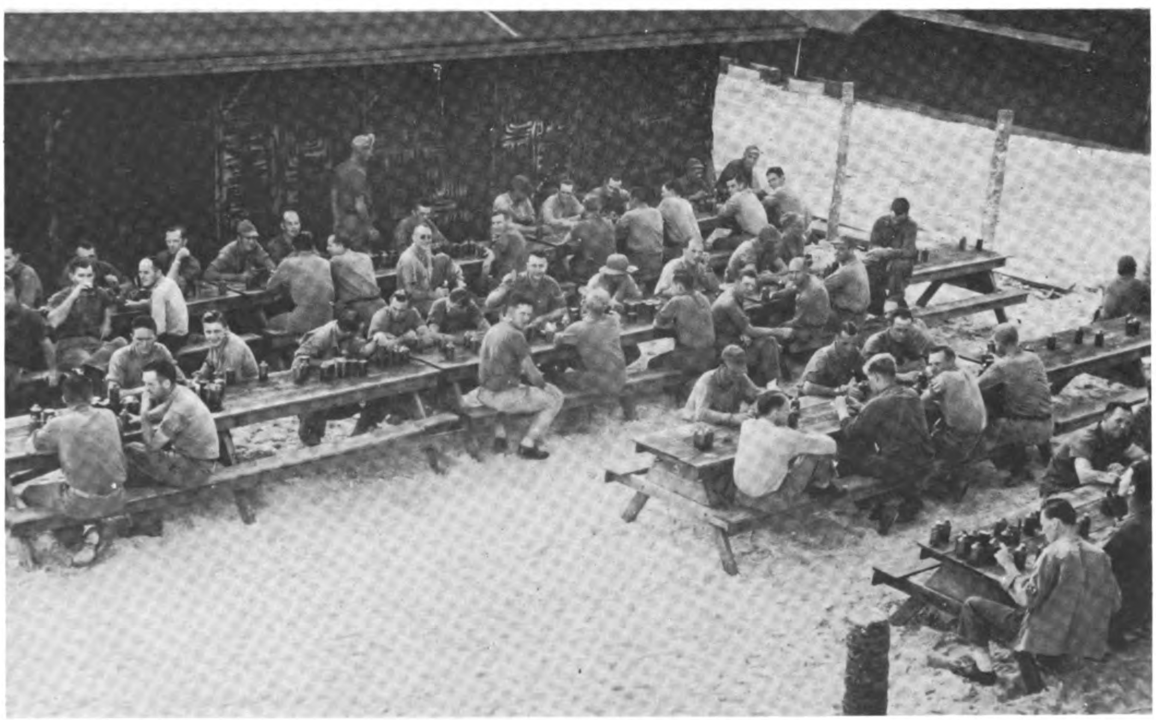
The officers' attendants are shown above. These men cooked and did various jobs in connection with the officers' welfare.

Kneeling, left to right: M. E. Christian, S. T. Pulliam, A. Parson, and F. E. Pollard.
Standing, left to right: Chief A. H. Luevano, C. L. Penn, J. Owens, Jr., Y. Z. Washington, A. S. Parker, E. J. Stolz, and A. Wright.

BEVERAGE DEPARTMENT—GUAM



Every other day was "beer day," which meant each man had his choice of two beers or two cokes at the end of the day's work. Very few mèn failed to take advantage of this pleasant break in the daily routine.



The Beer Garden. Apparently no cokes today.

HONOLULU—LIBERTY TOWN



Hotel Street, where thousands of servicemen jam the sidewalks in quest of a place to spend their money. Souvenir shops get a huge share of this business.





Establishments catering to service men are found in every block of Honolulu's business district, and a wide variety of entertainment is available. But whether to eat, drink, dance or to be entertained, one must get in the inevitable line for the most popular places.



A featured entertainer performing at one of the several dances held while on Oahu.



A demonstration of the hula, by what appears to be a haole girl.

A part of the audience.





Chow line at Camp Andrews, Oahu.



Christmas Day, 1943, at Kalanianaole Park, Oahu. This party marked the return of the Palmyra detachment, and was the first all-hands get-together in nine months.



Soon after our arrival on Guam, we were entertained by Commander Eddie Peabody's small but high powered unit, the first of our many musical shows. On a hastily built platform in our partly constructed warehouse, the five Navy musicians, all artists in their line, gave us an hour of sparkling tunes and musical novelties. This unit toured the entire Pacific area, often giving seven shows in one day.



The U.S.S. Apollo's band of musicians and entertainers gave us a full show of popular music and comical stunts on our newly completed stage. Here, at the "Piti Palace," the battalion personnel and native neighbors enjoyed movies nightly, and travelling shows at frequent intervals.



"Girl Crazy" was our first USO show on Guam, with genuine, live, beautiful gals from home, complete with curves, lipstick and plenty of oomph. Being homesick Seabees, tired of dusky scenery, this stateside batch of feminine pulchritude gave our lagging morale a big boost. As the whole troupe lines up on the stage for the finale, blonde songstress Joan Barton takes a last encore, and 6½-foot Lee Trent, smooth Master of Ceremonies, smiles approval. Trent kept us laughing all evening with his rapid-fire gags and continuous ad-libbing. We liked the show and proved it by wildly cheering at the least provocation.



Nan Halliday, a blonde beauty from Long Beach, plays a charming stooge to her comedian partner. Said Nan, "What could I ever do to help a serviceman's morale?"



Pint size Annie Rooney put into her songs what was needed to get a thunderous ovation for each one. Small, but cute, she made many of us think what a nice addition she would be to our sea bag.



76TH SOFTBALL TEAM

First row, left to right: A. V. Tortorici, H. E. Whetstine, M. M. Goswick, and R. Fouts. *Second row, left to right:* Dr. Musante, W. A. Hawkins, H. H. Brandstetter, Roy Rutherford, W. E. Alban, and Raymond T. Humphreys.



An action shot taken on the 76th Battalion's ball field. "C" Company Area and the Piti Power Plant can be seen in the background.



THE 76th BASEBALL TEAM

First row, left to right: A. V. Tortorici, R. Rutherford, Lt. (jg) Drummond, R. H. Busby, M. R. Zabel, W. R. Blair, E. J. Birch, and S. A. Zalenski.

Second row, left to right: R. V. McDaniel, H. H. Brandstetter, J. B. Barnes, J. T. Armes, W. E. Alban, M. M. Goswick, A. B. McDuffie, R. V. Cryder, and D. R. Lynch.



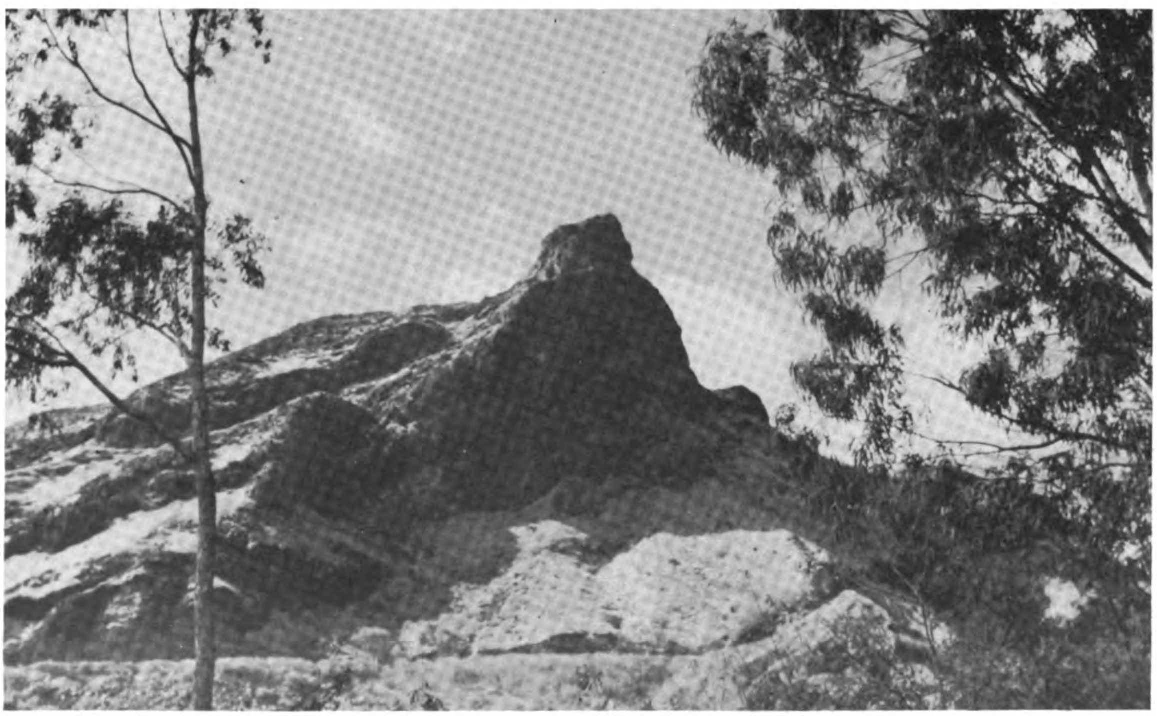
Commander Gene Tunney, and Lieutenant Commander E. R. Winkler, original Officer-in-Charge of the 76th Battalion. This shot was taken at Camp Andrews, where the boys had many featured guests and entertainers.



Chief Richard Fouts, in action at home plate. He helped pitch our Battalion Soft Ball Team to runner-up position in the Island Tournament.



From the slope of Mt. Kaala, the highest mountain on Oahu, we look through a vista framed by ti plants across the Lualualei valley to the Pacific in the distance. In this valley our Battalion Headquarters were located during our first year overseas, and here also were our first construction projects.

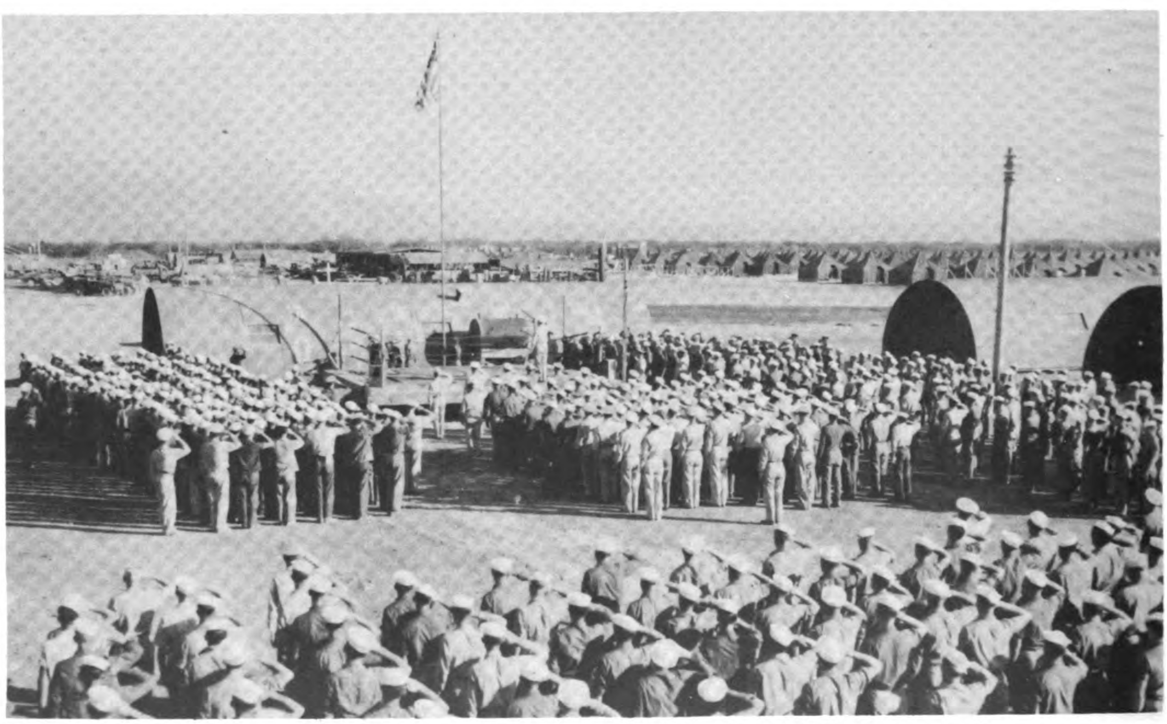


Sentinel guarding Kolekole Pass. A steep but scenically beautiful road led through this pass, and formed the shortest route from our Lualualei base to the Wahiawa detachment.



OLD GLORY FLIES OVER A CAPTURED JAPANESE GUN

Above the camp our Flag waves. It was a constant reminder that far away our families and loved ones, our communities and institutions were safe from harm and would be waiting for us when we returned. It was a symbol that our way of life had prevailed.



"COLORS"

Zero eight hundred, and "colors" at Iroquois Point, Oahu, during May, 1944. Assembled as a unit for the first time in many months, we prepared at this staging base to take part in an operation far to the west.

THE CHAPEL



Catholic services are well attended by men from the battalion as a neighboring priest presides. Below, men reverently bow their heads.





Our "Chapel on the Hill," as it appears to the camera looking toward the rear area of our camp. Services over, men are returning to their tasks.

RELIGIOUS ACTIVITIES

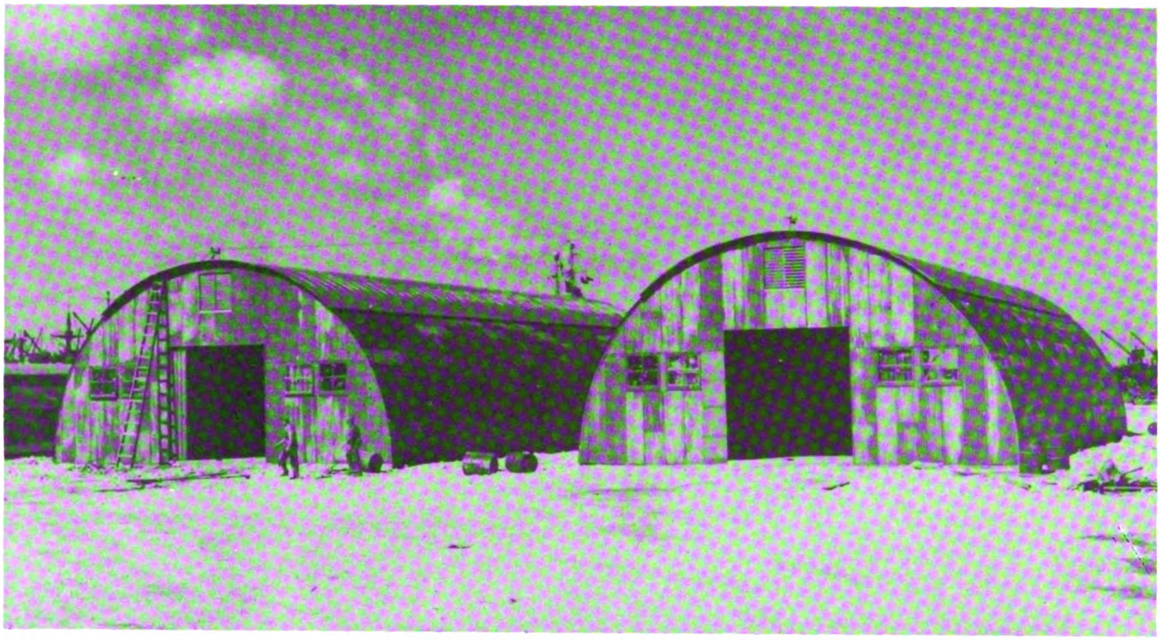


Battalion double quartet, directed by Raymond Troyer, singing at Christmas services in the movie theater. Chaplain Chamberlin, seated at left, assisted in the battalion's second Christmas service overseas.

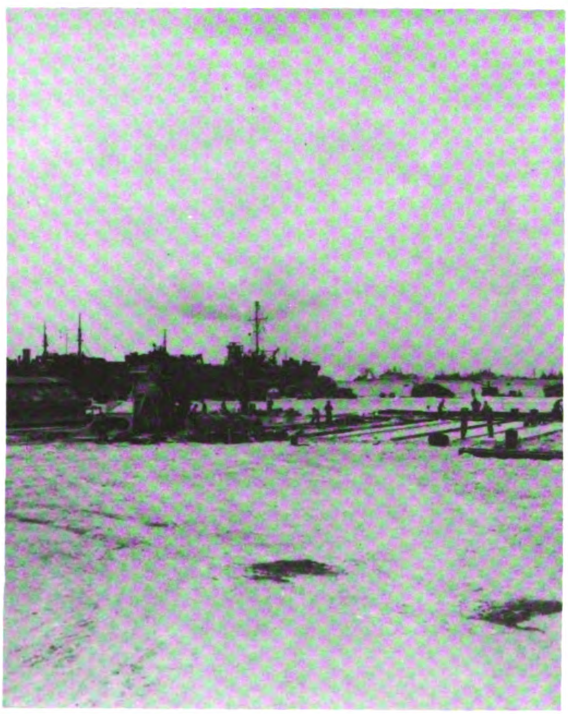


Inside of "The Chapel on the Hill" as Dr. Sablan, native protestant minister, recounts his experiences and those of other natives during the occupation of Guam by the Japs. Audience listens tensely to the tales of horror.

CONSTRUCTION IN JIG TIME



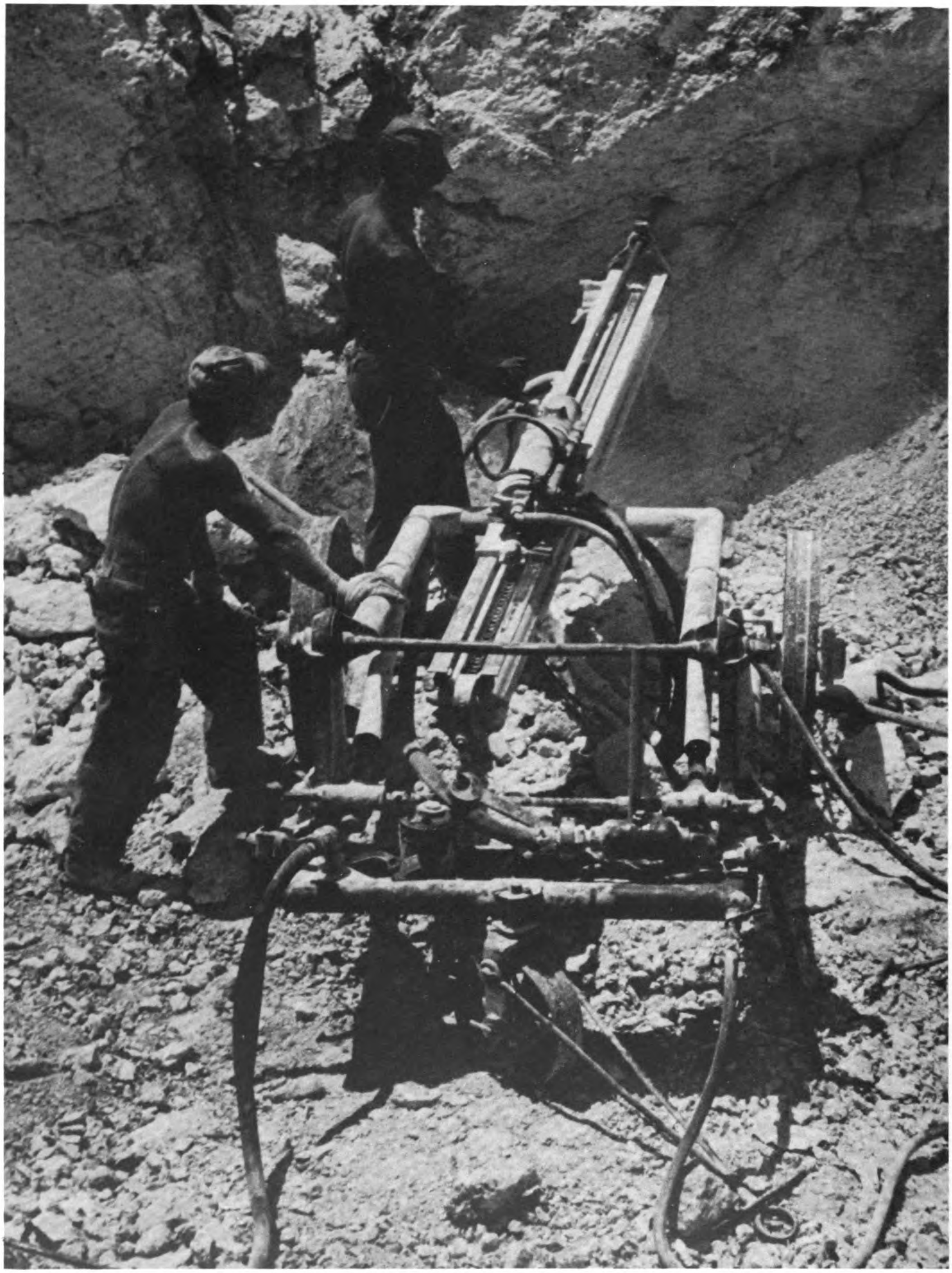
Our battalion received a work order, marked URGENT, to construct two 40 ft. by 100 ft. warehouses at top speed, to facilitate storage at the waterfront of vitally needed gear. Accustomed to rapid work, our crews put on extra steam and presented the Navy with two complete buildings three days after starting from the bare coral. Brother—that's fast.



Chief Turney's gang pouring concrete in forms placed by Gellatly's crew. Chief Alexander's men rushing forms for the second building.



Chief Shobe's men have come in to help speed the work. Corrugated sheets going up fast on the first building; ribs jumping into place on the second.



A work-horse wagon drill at work in the Cabras Island quarry. When the hole in the hard coral is completed, the dynamite crew will follow, blasting the rock loose so it may be placed in the breakwater. The Apra Harbor Breakwater was one of the biggest jobs undertaken by the 76th Seabees.

DEMOLITION JOB



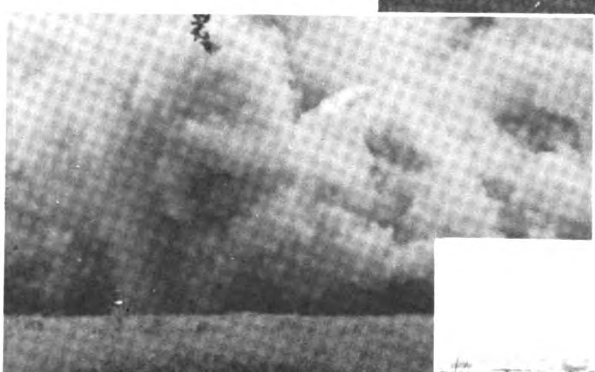
Once the summer home of the Martinez family, this reinforced concrete structure was a Japanese command post.



Another view of the house, which stood in the right-of-way of our highway project, and had to be removed.



Chief Bryson's men rig their demolition charges carefully, and set off the blast.



The house disappears in a cloud of smoke, dust, and steel fragments.



The smoke has cleared—the house has gone.

EARTH MOVERS



The Martinez coral pit. Two shovels turning out high-grade fill by the dipper full.



A blast at Cabras Island quarry, producing rock for the breakwater project. Our expert quarrymen and dynamiters pick it up and lay it down exactly as they want it.

THE BREAKWATER PROJECT

Dump trucks stand by to take on their loads of broken coral from pit. The crane quickly fills them and the trip to the job-site is begun.





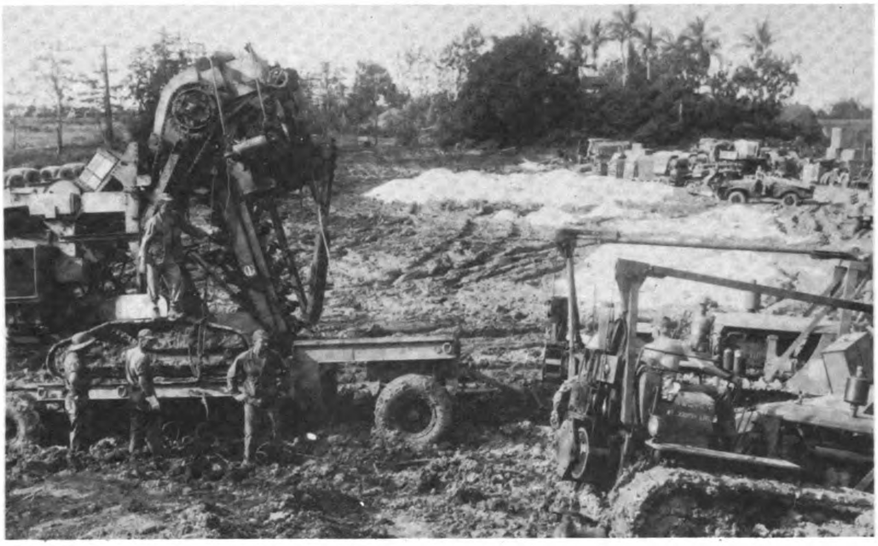
Left: A Euc takes a big one.

Right: Athey wagon placing rip-rap.

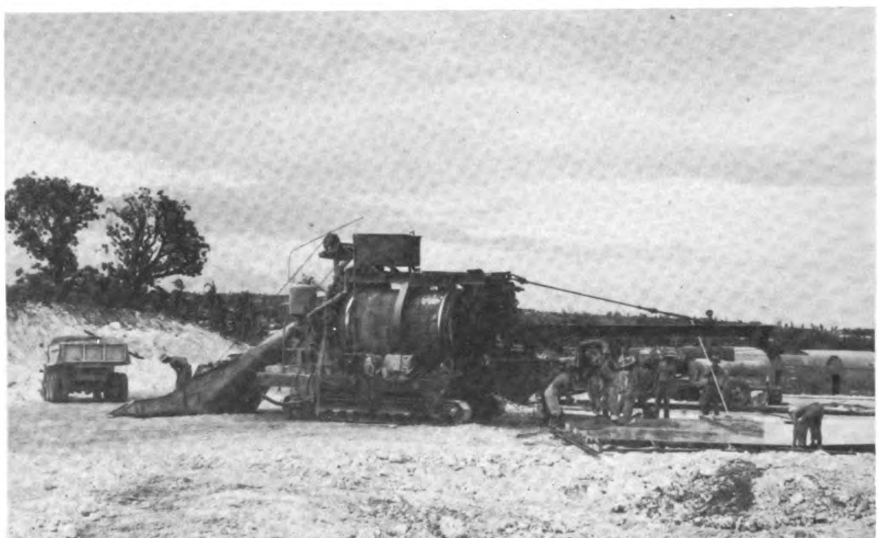




Left: Dozer builds a turn-around.



Moving a ditcher under adverse conditions.



Pouring the decks for 40 by 100 storehouses with the big 27-E.



Smaller job—smaller mixer, but work just as hard and just as hot.

THE PONTOON CREWS

76th Battalion Rushes Vital Waterfront Projects



Left: T. N. Abbot and E. J. Broussard prepare flexible chain connection.



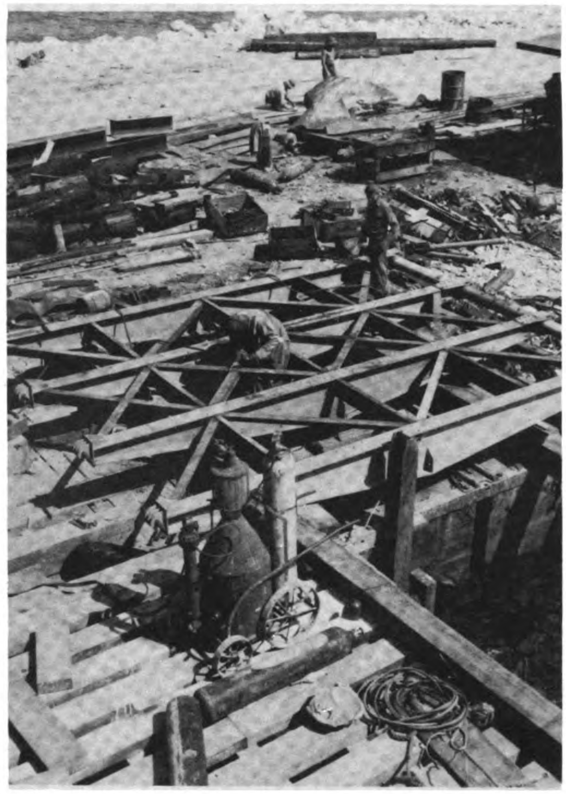
Right: Arc welding the chain in place.



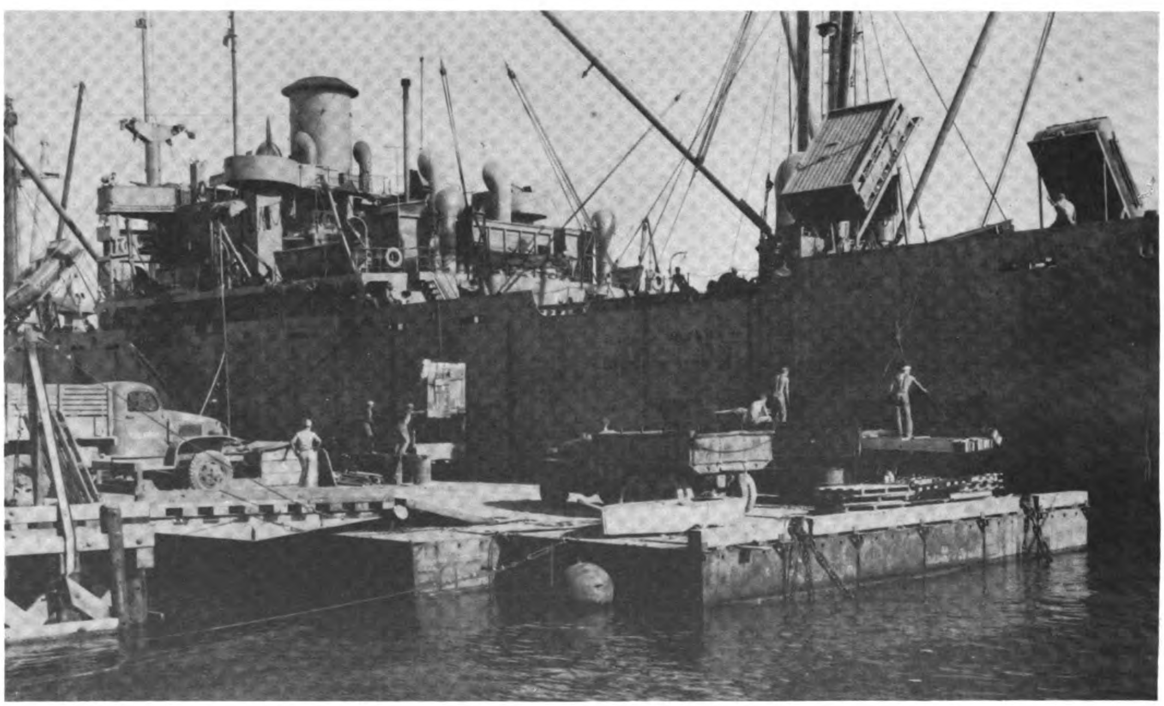
Left: Emergency repair on the pile-driver head-block.



B. A. Tomaszewski and F. A. Swieczkowski at work in the Blacksmith Shop.



A heavy welding job on the waterfront—one of the ramp sections for a pontoon wharf.

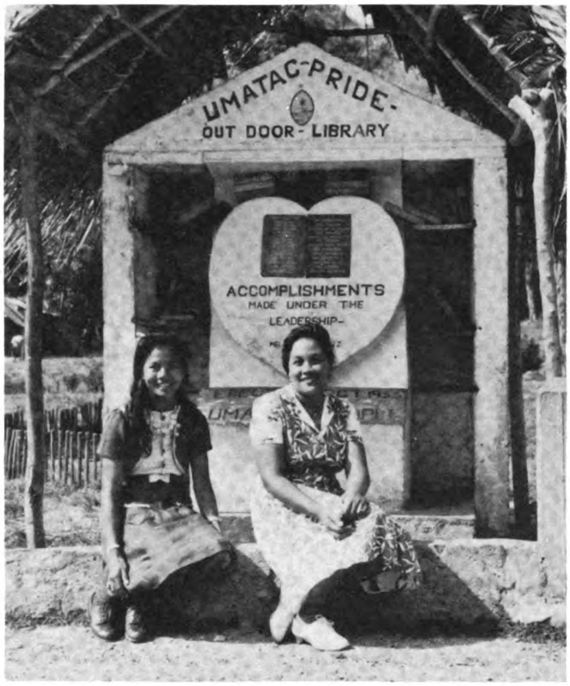


The finished product in full operation. Seabee stevedores unloading a Liberty on a pier built by the 76th.



Two young Chamorros, natives of Guam, about to do their part in supplying the family larder. In the jungle they obtain papayas, breadfruit, bananas, and other tropical fruits. The large bottle is a sake bottle left by the Japs, and used by the natives to gather tuba, the sap of the cocoanut palm. This sweetish liquid is drunk by the natives universally, either fresh or fermented.

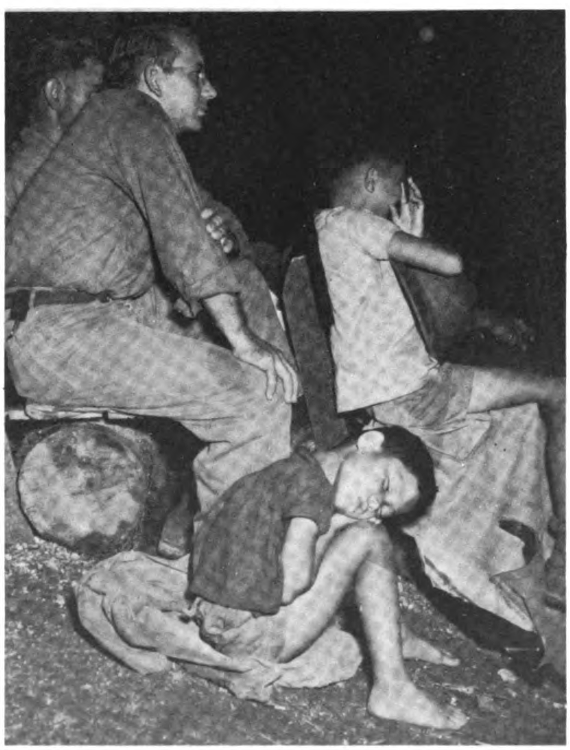
Native boys were quick to make friends in our camp. Although they usually go barefooted, the above lad is proudly wearing a pair of oversize GI shoes, a gift from a Seabee friend.



Two of Umatac's daughters pose before the town's novel help-yourself library.



Three native children and four pair of legs. Apparently one of the little girls succeeded in hiding from the photographer.

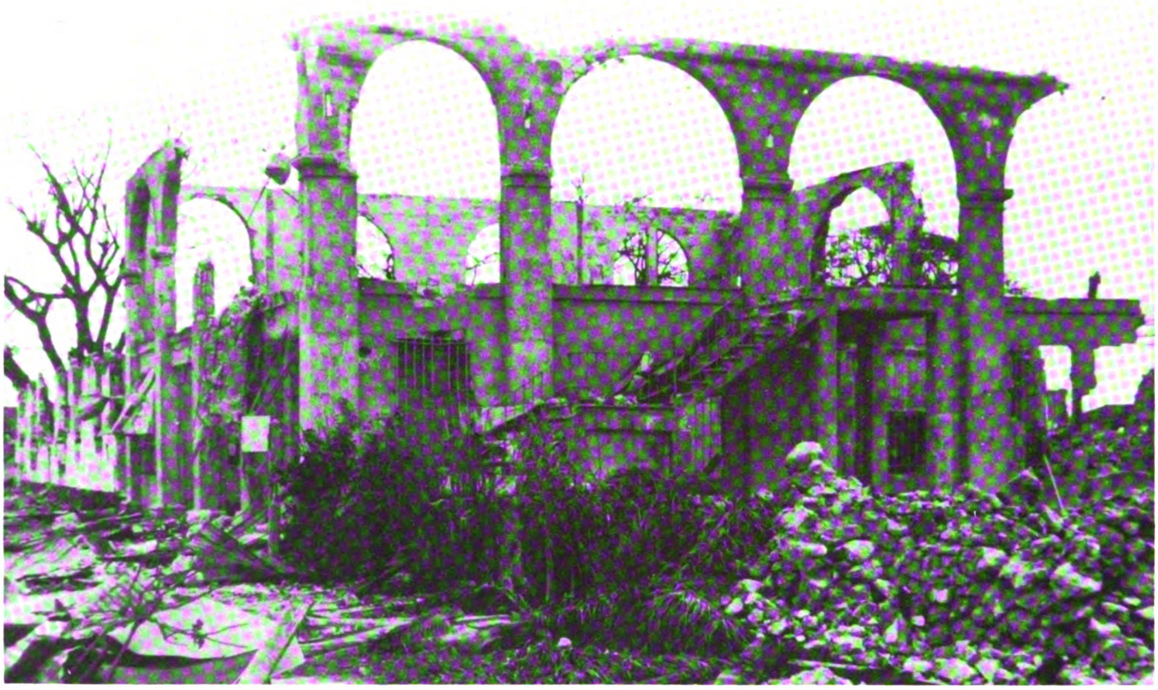


A scene taken at the 76th Battalion's "Piti Palace," which had many native visitors every night. The movie must have had a 3.0 rating from the looks of "sleepy head." Maybe he just liked to be with the crowd.



A happy face of a Chamorro lad. The native boys and Seabees got along "swell" together. It was a common sight to see the boys riding the bulldozers with the Seabees during the earlier days of occupation, before their schools were opened.

THE RUINS OF AGANA



The ruins of Agana. This photograph of the former Court House and Bank of Guam, and the views immediately following, show the effects of the U.S. naval bombardment. This pre-invasion softening, which virtually leveled the city, took place in July, 1944.



The Post Office

THE RUINS OF AGANA



The Artaros Building, which housed a store and dwelling.



The George Washington High School

THE RUINS OF AGANA



The Cathedral

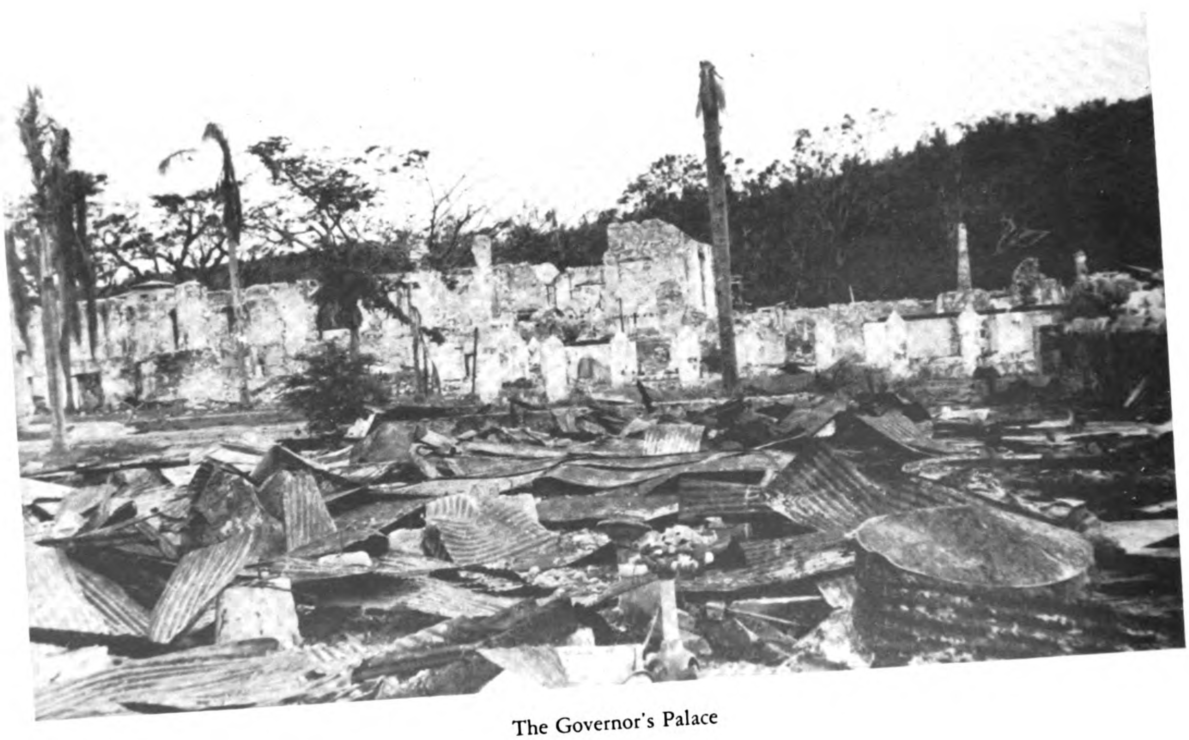


The U. S. Naval Hospital

THE RUINS OF AGANA



The Agana River—and a primitive laundry



The Governor's Palace

THE RUINS OF AGANA



Main Street

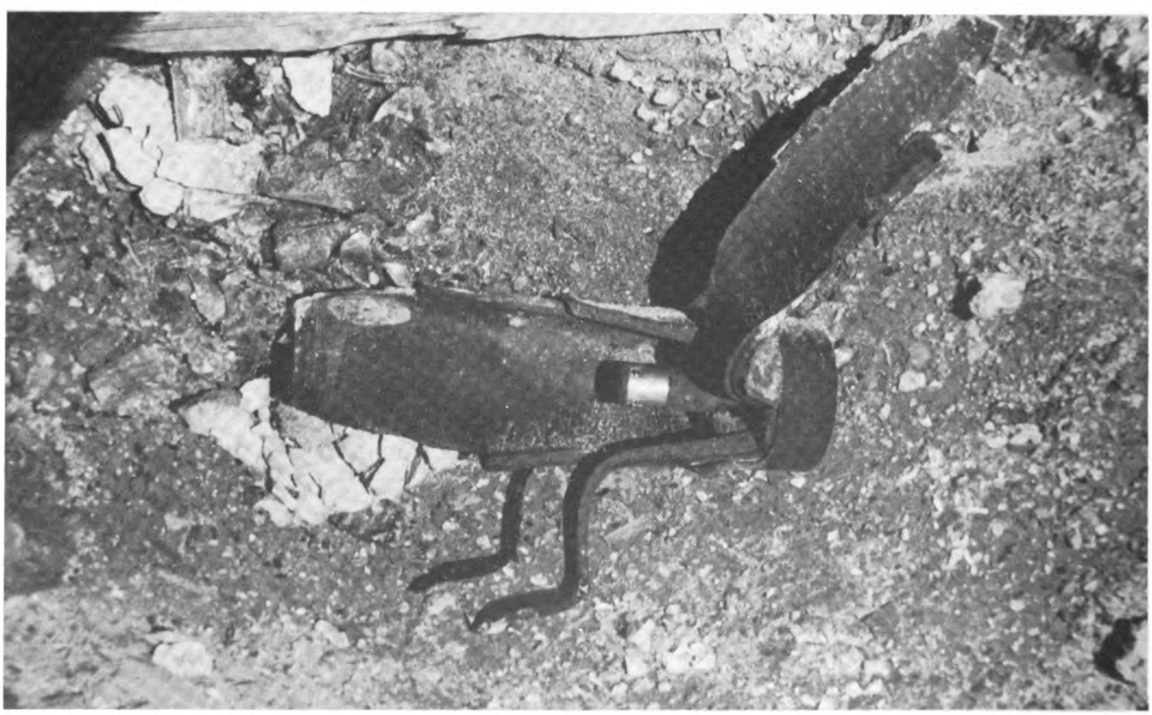


A residence

"OTHER WAR RELICS"



The cemetery—Sumay



Freak explosion of a U. S. five-incher

"OTHER WAR RELICS"



The Cathedral—Sumay

"OTHER WAR RELICS"



Principal building in the village of Agat.



Sumay village



B. L. Olson, SSML1c, taking time out to pose with the Laundry Crew



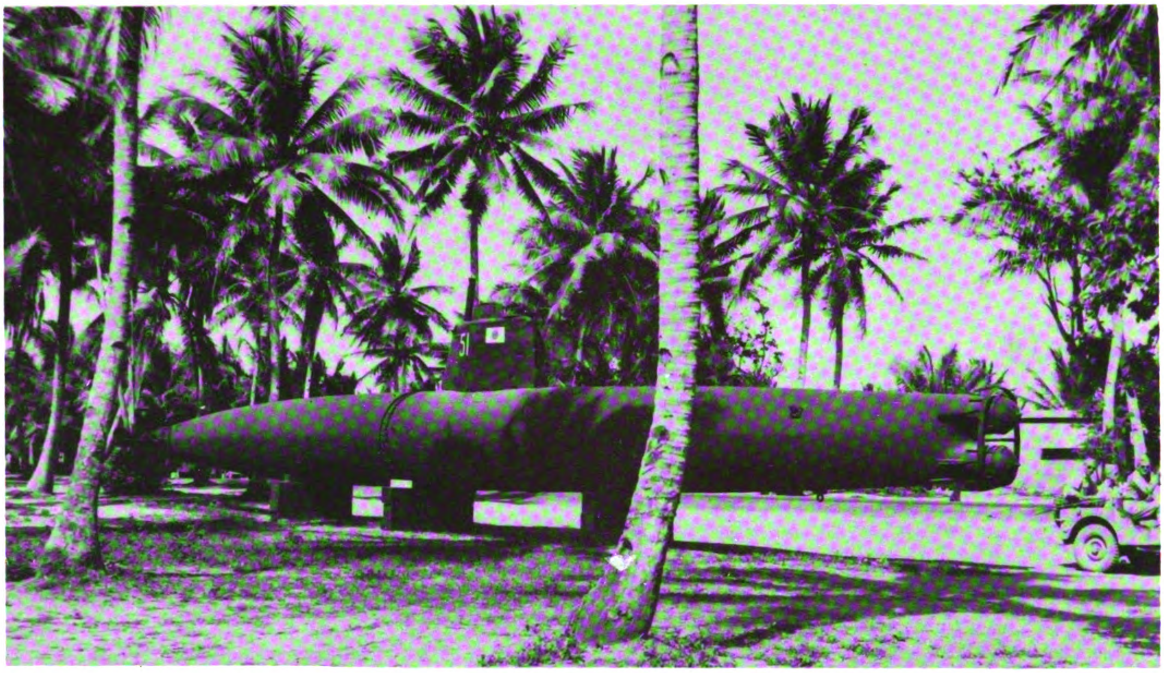
A scene in our laundry at Guam, which furnished us one day wet-wash service. Most of the work was done by the native girls, which released more construction men for building projects. It was a relief not to have to worry about doing our own washing after doing a hard day's work on construction.



The carabao looks yearningly toward a mud wallow, the wet slime of which is necessary to his health and comfort. This animal, the standard beast of burden of the Chamorros, is symbolic of the slow and easy life led by the natives before the war.



Main street of Inarajan



A Japanese two-man submarine captured by American forces in the Marianas. This type of craft was used by the enemy extensively in the early part of the war.



On a beautiful palm-fringed cove at the southern tip of Guam lies the peaceful little village of Umatac. Untouched by the marks of war, its neat cottages and well-kept yards line the only street, which curves half-way around the cove. A Spanish church of unusual beauty dominates the main part of town, and nearby a monument proclaims that Magellan landed here in 1521. Umatac's native charm and beautiful setting made it a favorite objective of the many island touring trips which were taken on Sundays soon after our arrival on Guam.



The scroll which hangs in "The Chapel on the Hill," in memory of these men who made the supreme sacrifice while on active duty with the 76th Naval Construction Battalion.

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